CANADA STRATEGIC INFRASTRUCTURE FUND AGREEMENT

CANADA – SASKATCHEWAN AGREEMENT ON THE TWINNING OF HIGHWAYS 1 & 16

Canada Saskatchewan

Improving Canada's Highways Together

Ensemble, améliorons les routes au Canada

PREPARED BY
SASKATCHEWAN MINISTRY OF HIGHWAYS & INFRASTRUCTURE

2009-10 ANNUAL REPORT

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1. Introduction

Canada and Saskatchewan signed the "Canada-Saskatchewan Agreement on the Twinning of Highway 1 & 16 Project" (Canada-Saskatchewan CSIF Agreement) part of the Canadian Strategic Infrastructure Fund (CSIF) on April 20, 2004. As required in Schedule C.3 of the Canada-Saskatchewan CSIF Agreement, as it will henceforth be referred to, this is the sixth annual report submitted to the Canada-Saskatchewan CSIF Agreement Management Committee by Saskatchewan and covers the activities from the date of announcement, March 5, 2003 to March 31, 2010. Federal approval was granted on March 14, 2008 extending the expiry date of the agreement to March 31, 2009. A second program extension was signed on March 31, 2009 extending the time frame for the completion of projects to June 30, 2010.

The development and maintenance of basic transportation infrastructure is a crucial component of a competitive economy. Canada must have the capacity to move people and goods safely and efficiently, and has committed to continue improving its physical transportation infrastructure for the 21st century.

Saskatchewan's economy is dependent on the export of goods and services. Modern transportation infrastructure and logistical services are required to support this essential trade[1]. Saskatchewan's current transportation system supports a wide range of economic activities including agriculture and food processing, manufacturing, mining, tourism and many service industries.

Saskatchewan's economic strategy contains a commitment to invest in key transportation infrastructure to facilitate economic growth.[2] Saskatchewan is committed to ensuring that this investment in infrastructure promotes safety and improves highway links between major centres and the world marketplace. The twinning of Highway 1 and Highway 16 directly supports this economic strategy.

Meeting Saskatchewan's current and future economic and trade development needs requires continued preservation and enhancement of the transportation infrastructure. Saskatchewan faces some tremendous challenges to maintaining its economic competitiveness in the global marketplace. Modern logistics, such as "just-in-time" deliveries, play a key role as Saskatchewan strives to meet these challenges. Associated with these trends is a shift between the relative importance of the two prevailing modes of freight transportation in Saskatchewan; rail and truck. Freight transportation by rail continues to decline in importance due to a decrease in availability, and increases in freight rates. Freight transportation by truck is increasing rapidly, making up for the decline in rail. This transfer from rail to road is also directly related to changes in the economy, and the shift to more high-value and processed goods, which require timely and accessible truck service. Jurisdictions that fail to provide an efficient transportation infrastructure hamper the competitiveness of many businesses in their region.[3]

The Canada-Saskatchewan CSIF Agreement provides a strategic framework for highway investments toward the goal of sustaining Canada's highway system. The CSIF Agreement provides the mechanism for both parties to improve the inter-provincial movement of people and goods, and to improve the safety and efficiency of major transportation corridors by completing the twinning of Highway 1 East and Highway 16 West.[4]

[1] *Transportation Trade Corridors* – Saskatchewan Highways and Transportation, January 2002
[2] *Partnership for Prosperity* – Saskatchewan Economic and Co-operative Development, 2001
[3] *Macroeconomic Performance and Public Highway Infrastructure*, Transport Canada, 1996
[4] Section 2 of the Canada – Saskatchewan CSIF Agreement, April 2004

2. General Overview of Results

The Canada-Saskatchewan CSIF Agreement project locations are referred to in Figure 1 (page 3). The two major construction projects: twinning of Highway 1 from east of Wolseley to the Manitoba border are detailed in Figure 2 (page 4) and twinning of Highway 16 between Lloydminster and North Battleford are detailed in Figure 3 (page 4).

Highway 1 (Trans-Canada Highway) and Highway 16 (Yellowhead Highway) are part of the National Highway System in Saskatchewan. These highways are commuter roads around the cities of Saskatoon, Regina, Moose Jaw, Lloydminster, North Battleford and Swift Current; and are the major inter-provincial trade corridors in Saskatchewan. Numerous communities and attractions are situated along these routes.

Saskatchewan's CSIF projects are twinning projects. Twinning not only increases traffic capacity, but also enhances safety by reducing head-on and sideswipe collisions. A study comparing collision statistics on a section of Highway 16 before and after twinning showed a 55 per cent reduction in accidents.[5] The analysis also showed that fatal collisions were reduced by 86 per cent.

The decision to twin a highway is not based on reducing collision rates alone, but on the overall enhancement of mobility and transportation efficiencies, facilitation of trade and economic development and system sustainability. All of these measures will improve significantly with the completion of Saskatchewan's CSIF projects.

Economic research has established that investments in highways can generate significant productivity growth. Some studies suggest that a one per cent increase in highway capital stock could generate up to a 0.6 per cent increase in private sector productivity, and that highway investments can provide annual returns of 10 to 40 per cent.[6] Productivity gains are achieved through supply chain enhancements, which can only be achieved through the provision of road infrastructure of adequate capacity and quality to ensure efficient, reliable and expedited trucking services.

The twinning of Highway 1 and Highway 16 will have a significant impact on provincial and regional trade. Saskatchewan is a trade-dependent province, with 70 per cent [7] of provincial production destined for outside Saskatchewan. In addition, the twinning of the Trans-Canada Highway and the Yellowhead Highway through Saskatchewan will improve Saskatchewan's capacity to serve the external markets that are crucial to its economic success as well as improving Canada's competitiveness across the national highway system.

[5] Saskatchewan Highways' Collision analysis of Highway 16 between North Battleford and Saskatoon identified a 55 percent decrease in the five-year collision rate after twinning.
[6] *An Overview of Transportation Infrastructure and Services in the Northern Great Plains*, Northeast Midwest Institute
[7] Ministry's Strategy, Saskatchewan Highways and Infrastructure

Figure 1: Locations of Saskatchewan's CSIF Projects

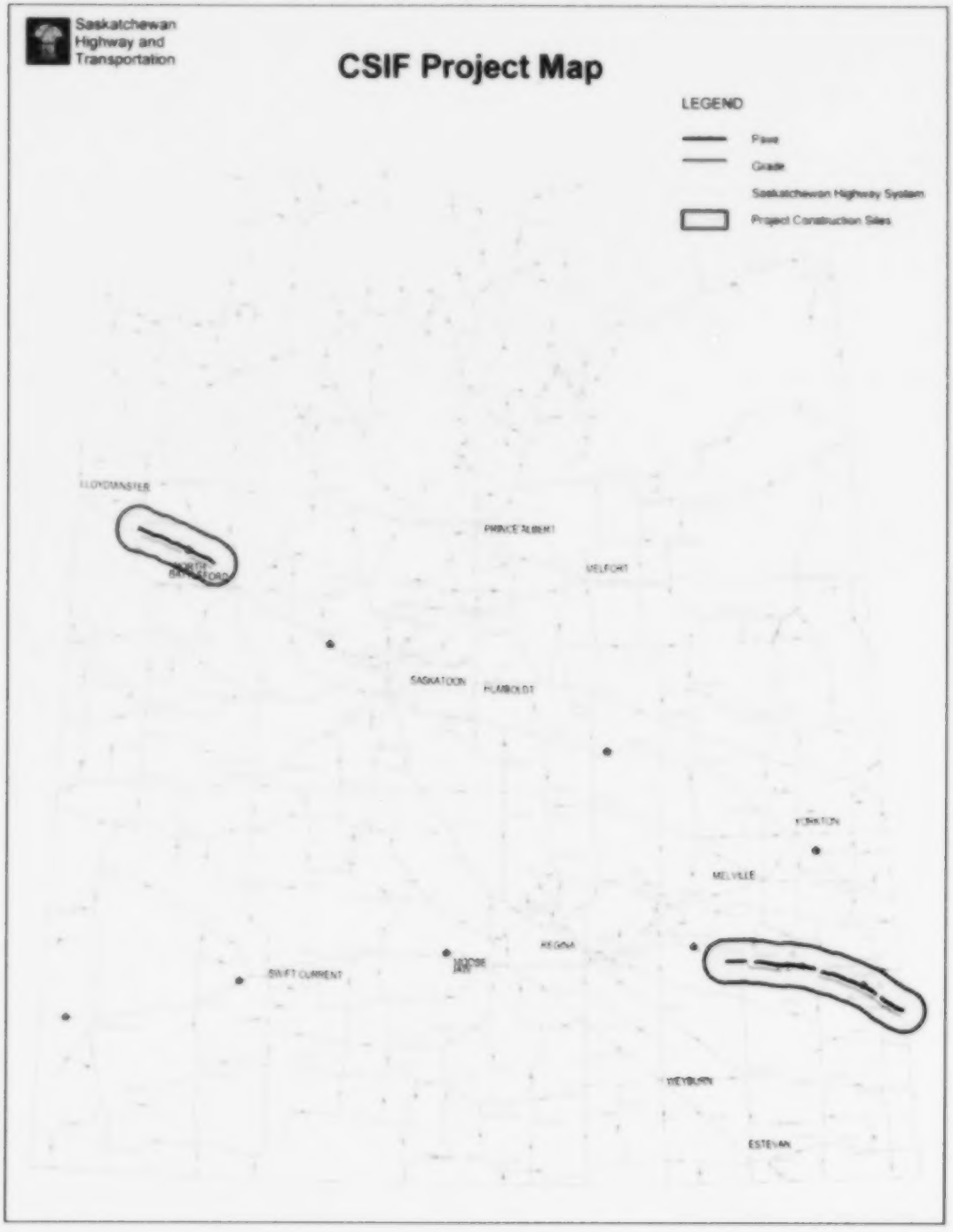


Figure 2: Highway 1 from east of Wolseley to the Manitoba border

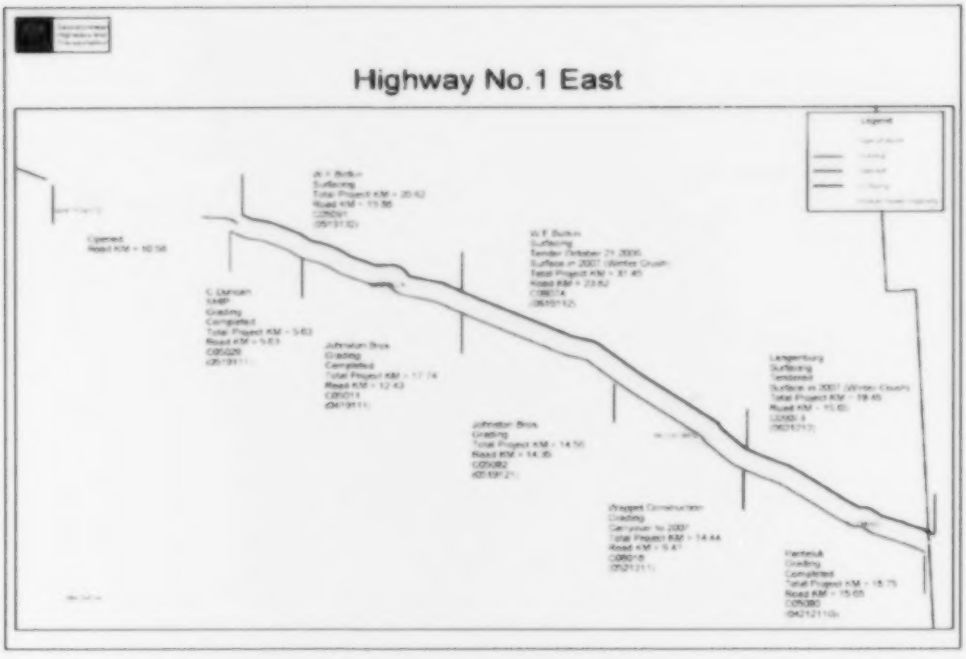
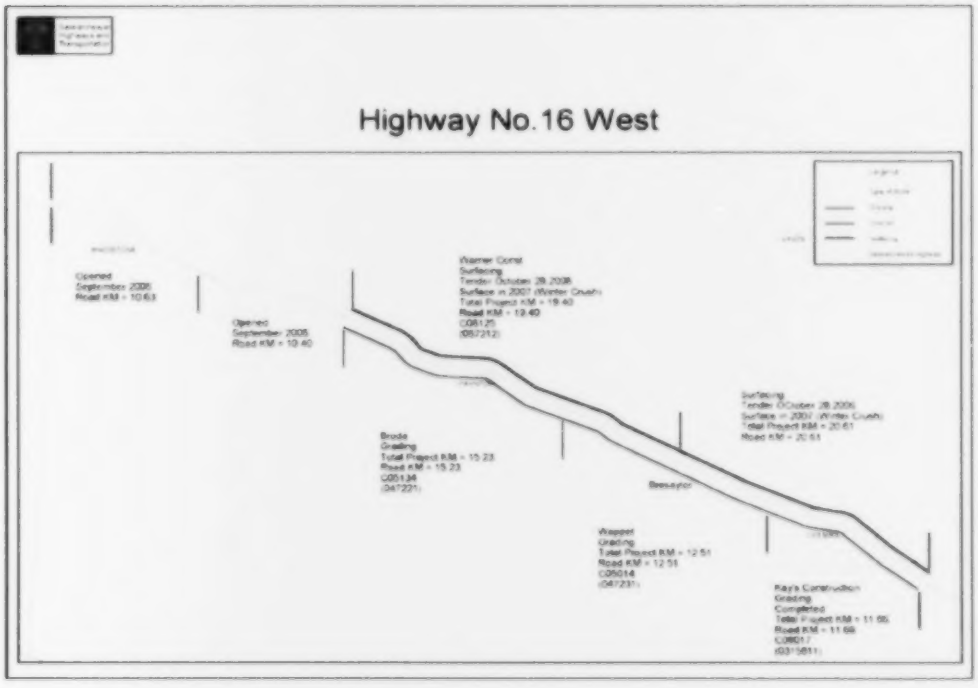


Figure 3: Highway 16 between Lloydminster and North Battleford



3. Official Management Committee Meetings

Prior to the first Management Committee meeting on July 9, 2004, nomination letters for committee representatives were exchanged between Saskatchewan and Canada. Ralph Jones, Director of Surface Programs and Chief Engineer for Transport Canada, was appointed as the federal co-chair for the committee. Fred Antunes, Director of Corporate Support for Saskatchewan Highways and Transportation, was appointed as provincial co-chair. Kris Nanda of Infrastructure Canada was appointed as an additional federal member, and David Stearns of Saskatchewan Highways and Transportation was appointed as an additional provincial member.

The composition of the Management Committee has changed since its inception due to staff reassignments and turnovers, and currently consists of:

- James Clarkin, Federal Co-chair, Transport Canada, Manager, Highways and Borders
- Mohammad Tayyaran, Transport Canada, Project Manager
- David Stearns, Provincial Co-chair, Ministry of Highways and Infrastructure, Preservation Engineer
- Jennifer Ehrmantraut, Ministry of Highways and Infrastructure, Acting Director of Corporate Support
- Jay Heuchert, Ministry of Highways and Infrastructure, External Program Administrator

The Management Committee held two meetings during the 2009-10 fiscal year. The first meeting was held in Regina on November 2, 2009, and the second was a teleconference held on February 16, 2010.

Discussion of administrative details, project updates and program wrap-up took place at these meetings. The agendas and minutes of the Management Committee meetings are attached in Appendix A.

4. Schedule B Revisions

Schedule B of the Canada-Saskatchewan CSIF Agreement outlines the projects that are to be undertaken through the agreement. Project proposals are submitted to the Management Committee for consideration, and projects to be undertaken are added to the Schedule B by the federal co-chair. The original Schedule B was approved on April 21, 2004 by Premier Calvert, Minister Sonntag, Minister Valeri and Minister Scott. There have been ten subsequent revisions to Schedule B approved by the Management Committee, as summarized below in Table 1. Schedule B, Revisions 9 & 10, are attached in Appendix B.

Table 1: Canada-Saskatchewan CSIF Agreement Schedule B Revisions

Revision	Revision Date	Reason for Change	Approved
	April 21, 2004	Original	Approved by Ministers as part of the agreement
1	July 28, 2004	Cost adjustments for Projects 1.1-1.4 and 2.1-2.3	Approved by Management Committee
2	October 27, 2005	Contract additions to Projects 1.2-1.3 and added Project 2.5	Approved by Management Committee
3	November 30, 2005	Minor format change, merged columns	Approved by Management Committee
4	November 16, 2006	Cost adjustments. Contract additions to Projects 1.3 and 2.5, added Projects 1.6, 1.7, and 2.6	Approved by Management Committee
5	March 29, 2007	Cost adjustments. Contract additions to Projects 2.5 and 2.6, added Project 3.0	Approved by Management Committee
6	November 7, 2007	Cost adjustments. Reallocate unexpended funds on completed projects.	Approved by Management Committee
7	May 26, 2008	Cashflow adjustments to Projects 1.3, 1.6 & 1.7	Approved by Management Committee

8	February 9, 2009	Cashflow adjustments to Projects 1.7 and 3.1	Approved by Management Committee
9	December 31, 2009	Modified Project 3.1 description, added contract 3.1 and revised its total project cost	Approved by Management Committee
10	March 22, 2010	Cashflow adjustments to projects 1.7, 2.6 & 3.1	Approved by Management Committee

5. Project Updates and Expected Results

Project 1 – Highway 1 East: Twinning from Wolseley to the Manitoba Border

Project 1 consists of the construction of a second set of lanes for the Trans-Canada Highway (Highway 1) from east of Wolseley to the Manitoba border as indicated in Figure 1 on page 3. This involves the construction of approximately 135 km of new highway, various intersection and service improvements, and a new set of overhead bridges over the railway at Broadview.

Project 1 is comprised of six project components that are organized as follows:

- **Project 1.1:** General engineering, surveying, environmental screening, and design required to complete twinning on Highway 1 east from east of Wolseley to the Manitoba border.
- **Project 1.2:** Grading from 5.0 km west of Grenfell to 5.88 km east of Wapella.
- **Project 1.3:** Paving from east of Wolseley to 4 km east of Wapella.
- **Project 1.4:** Supply, fabrication, delivery and erection of structural steel and the construction of twin steel and concrete overhead bridges on Highway 1 over the Canadian Pacific Railway at Broadview.
- **Project 1.6:** Grading and clearing from 5.88 km east of Wapella to the Manitoba border.
- **Project 1.7:** Paving from 5.4 km east of Wapella to the Manitoba border.

Completed Highway 1 East at Moosomin

Project Status

Construction of the final section of twinning was substantially completed and was officially opened to traffic on December 8, 2008 with a ribbon cutting ceremony held on Highway 1 approximately 500 meters east of the east junction with Highway 8.

Clean up and repairs for project component 1.7 0619112 was completed July 9, 2009, the corresponding affidavit is attached in Appendix D. All other project components are complete and affidavits have been previously submitted

Table 2 (p.7) illustrates the contract authorization information for the twinning of Highway 1 East.

Ribbon cutting for fully twinned Highway 1

Table 2: Contract Authorization for Highway 1 East Twinning

Project	Contract Authorization	Start Date	End Date	Budget	Contractor
1.1	SK1.1GenEng/Env	05-Mar-03	31-Dec-08	$1,636,899	N/A
1.2	0218811	05-Mar-03	15-Jun-06	$2,494,536	Wappel Const. Ltd.
	0318811	05-Mar-03	15-Jun-06	$2,801,324	Johnson Bros. (Binscarth) Ltd.
	0319111	05-Mar-03	15-Jun-06	$4,811,742	Kelly Panteluk Const. Ltd.
	0419111	01-Apr-04	31-Mar-06	$4,599,746	Johnson Bros. (Binscarth) Ltd.
1.3	020812	05-Mar-03	30-Jun-06	$5,635,116	Langenburg Redimix Ltd.
	0318812	05-Mar-03	30-Jun-06	$6,911,225	Langenburg Redimix Ltd.
	0419222	05-Mar-03	15-Jun-07	$5,742,067	W.F. Botkin Const.
	0419212	05-Mar-03	30-Jun-07	$5,997,275	Langenburg Redimix Ltd.
	0519112	01-Apr-05	31-Mar-06	$8,133,166	Langenburg Redimix Ltd.
	0519132	01-Apr-05	31-Mar-08	$7,254,609	W.F. Botkin Const.
1.4	SK1.4Bridgewrk	05-Mar-03	31-Dec-08	$5,813,825	Rapid-Span Structures Ltd. West Ridge Const. Ltd.
1.6	0521211 / 0519121 / 0519137	1-Apr-05	31-Mar-09	$9,583,959	Wappel Const. Ltd. (0521211) Johnson Bros. (Binscarth) Ltd. (0519121) Johnson Bros. (Binscarth) Ltd. (0519137)
	0421211G	24-Oct-05	31-Mar-08	$5,554,071	Panteluk
1.7	0619112	1-Apr-06	30-Jun-09	$5,704,123	W.F. Botkin Const.
	0621212	1-Apr-06	31-Mar-08	$9,205,136	Langenburg Redimix Ltd.

Environmental Issues

In December of 2006, Transport Canada, along with the other federal partners, approved the Environmental Protection Plans (EPPs) for the Trans Canada East Twinning Project 2007 construction activities. All required regulatory approvals have been acquired throughout the development of the project. Detailed descriptions of approval regimes and environmental issues are available in the annual EPPs that have been prepared by Golder Associates Ltd. and submitted by the Ministry.

All borrow pits and aggregate pits used for the twinning project were located on environmentally non-sensitive land if possible. On pits where heritage sensitivity was suspected, locations were forwarded to the Culture and Heritage Branch to determine if a Heritage Resource Impact Assessment was required. Mitigative measures were employed on pits located near environmentally sensitive areas.

Culverts at Ekapo Creek

The Department of Fisheries and Oceans (DFO) believes a harmful alteration, disruption or destruction (HADD) occurred at the Ellisboro Pit (62L-234) located on Adair Creek. DFO initiated charges under the federal Fisheries Act against Saskatchewan Highways and three of its employees in 2004. Charges against the 3 employees were subsequently dropped. Agreement was reached in 2009 to "set aside" the court process. DFO and the Ministry have reached agreement on remedial works and the Ministry plans to tender the remedial work soon after all signatures are secured.

Federal and provincial parties continue to work together on the environmental requirements of the project. The following is a list of other environmental issues that have been encountered:

- Four populations of Geyer's Onion, an extremely rare plant species, were discovered. Some of the plants were transplanted outside the right of way to preserve the local population.[8]
- It is estimated that 65.7 ha of wetland, 88.1 ha of native grassland, and 2,027 m^2 of fish habitat (at Ekapo Creek) will be lost due to the twinning project. A compensation work-plan is in place to balance this habitat loss.[9] Mitigation measures located at Red Fox Creek to offset the loss of fish habitat at Ekapo Creek are currently in the design phase and are expected to be constructed and completed in summer 2007.
- Ekapo Creek was designated as potential habitat for large bodied fish. The culvert design to accommodate this has been approved[10] and was installed in 2004.
- As an alternative to installing an "assisted portage" telephone system at Ekapo Creek, portage signs were installed along the creek bed in September of 2006.
- Approximately 113 ha of upland habitat and 66 ha of wetland habitat were lost due to the TransCanada East Twinning Project. Approximately 115 ha of upland habitat and 46 ha of wetland have been purchased as part of the compensation agreement with Transport Canada. The Ministry has transferred title to Saskatchewan Environment with Ducks Unlimited overseeing the management of the land. The Ministry worked with the Saskatchewan Watershed Authority to enhance 129 ha of upland habitat and 4 ha of wetland habitat as part of the Pipestone Pasture Project. To meet the terms of habitat compensation the Ministry is required to purchase an equivalent of 10 ha of wetland habitat.

A final Environmental Project Plan report was prepared before the end of the fiscal year 2009-10 to facilitate project close out.

Financial Summary

A financial summary for the Highway 1 East Twinning Project is outlined in Table 3 below. Figure 4 (p.9) shows CSIF claims on the Highway 1 East project by fiscal year. Forecasted expenditures are based on the cash flow in Schedule B, Revision 10. (Appendix B), and actual claim amounts are based on the Detailed Expenditures summary for 2009-10 (Table 9 p.17). No claims were made during the 2009-10 fiscal year.

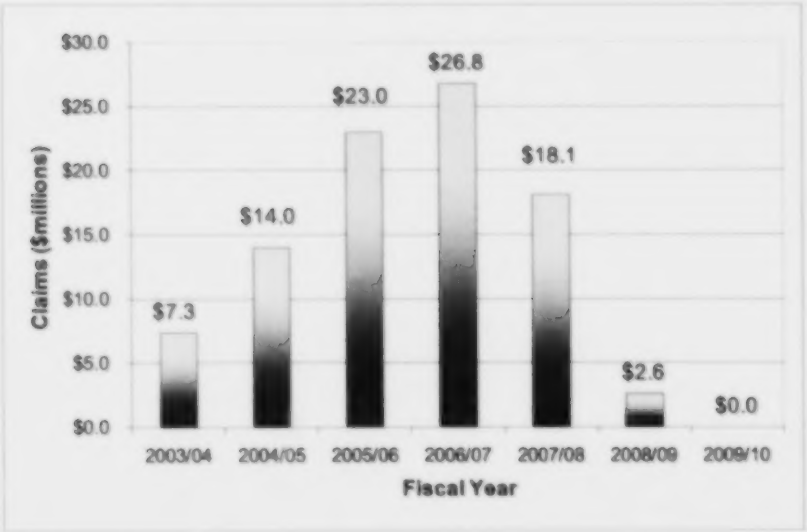
Table 3: Highway 1 East Twinning - Schedule B Summary

Project	Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Expenditures 2002-2009	2009-10 Forecasted Expenditures	2009-10 Actual Claims*	Future Expenditures
			Federal	Provincial				
1.1	$2,183,500	$1,636,899	$818,449	$818,450	$1,636,899	$0	$0	$0
1.2	$16,593,000	$14,707,348	$7,353,674	$7,353,674	$14,707,348	$0	$0	$0
1.3	$45,340,200	$39,673,458	$19,836,729	$19,836,729	$39,673,458	$0	$0	$0
1.4	$6,298,500	$5,813,825	$2,906,913	$2,906,912	$5,813,825	$0	$0	$0
1.6	$21,476,600	$15,138,030	$7,569,015	$7,569,015	$15,138,030	$0	$0	$0
1.7	$26,994,400	$14,909,259	$7,454,630	$7,454,629	$14,909,259	$0	$0	$0
Totals	$118,886,200	$91,878,819	$45,939,410	$45,939,409	$91,878,819	$0	$0	$0

* Saskatchewan incurred sufficient costs in 2008-09 on CSIF project 1.7 to claim the contract balance of $30,001. Since the project was incomplete at that time, an accrual of $15,000 (federal share) has been set up by Transport Canada in the form of Payment-at-Year-End (PAYE) and being held back, to be paid out during 2010-11 at the conclusion of the program.

[8] *Environmental Protection Plan for the TransCanada East Twinning Project* (2003 & 2004), pp. 15-16, Golder Associates Ltd.
[9] *Environmental Protection Plan for the TransCanada East Twinning Project* (2003 & 2004), p. 31, Golder Associates Ltd.
[10] *Environmental Protection Plan for the TransCanada East Twinning Project* (2003 & 2004), p. 21, Golder Associates Ltd.

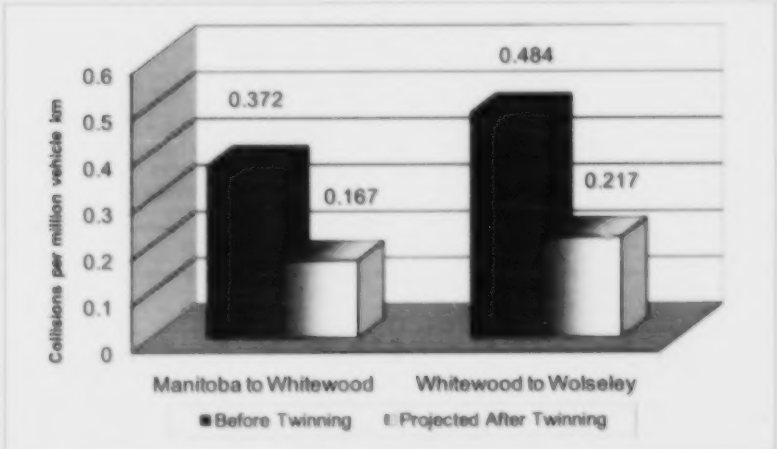
Figure 4: Highway 1 East Twinning - CSIF Claims by Fiscal Year



Expected Results

The Highway 1 East Twinning Project will have a positive effect on the safety performance of Highway 1. Financial, safety and emissions analyses were completed on two segments: Manitoba to Whitewood and Whitewood to Wolseley.[11] The collision rates before twinning and the projected collision rates after twinning are illustrated in Figure 5 below.

Figure 5: Collision Rates Before and After Twinning



A MicroBENCOST analysis indicates that fuel consumption will be reduced by 19.2 million litres and carbon monoxide emissions will be reduced by 161,000 kg over the 20 year analysis period. These reductions will contribute to the environmental sustainability of Saskatchewan's transportation system.
A final Retrospective report was prepared before the end of 2009-10 to facilitate program close out.

[11] Saskatchewan Highways' collision analysis of Highway 16 between North Battleford and Saskatoon identified a 55 percent decrease in the five-year collision rate after twinning.

Project 2 – Highway 16 West: Twinning from Maidstone to North Battleford

The project includes construction of a second set of lanes along the Yellowhead Highway (Highway 16) from Maidstone to North Battleford as indicated in Figure 1 on page 3. This will involve the construction of approximately 75.0 km of new highway, as well as various intersection and service improvements.

Project 2 is comprised of five project components, which are organized as follows:

- **Project 2.1:** General engineering, surveying, environmental screening and design required to complete the twinning of Highway 16 from North Battleford to the Alberta Border.
- **Project 2.2:** Grading and surfacing from the end of the existing four lane section on Highway 16 to 5.0 km east of Delmas.
- **Project 2.3:** Grading and paving of Highway 16 around the community of Maidstone, and grading and paving 1.2 km of Highway 21 from south of Maidstone to the Junction of Highway 16.
- **Project 2.5:** Grading, paving and clearing on Highway 16 from 5 km east of Delmas to 6 km east of Maidstone.
- **Project 2.6:** Grading and paving at Lloydminster.

Paving in Lloydminster

Project Status

Project component 2.6 was completed November 30, 2009. The affidavit for project component 2.6 is attached in Appendix D. All other project components are complete and affidavits have been previously submitted.

Table 4 (p.10) illustrates the contract authorization information for the twinning of Highway 16 West.

Table 4: Contract Authorizations for Highway 16 West Twinning

Project	Contract Authorization	Start Date	End Date	Budget	Contractor
2.1	SK2.1GenEng/Env	05-Mar-03	31-Dec-08	$303,173	N/A
2.2	037216	05-Mar-03	31-Mar-04	$66,150	Neilson Trucking Ltd.
	0215811	05-Mar-03	15-Jun-06	$2,240,103	Nemanishen Const.
	0315812	05-Mar-03	15-Jun-06	$3,884,100	Warner Const. Co. Ltd.
2.3	037211	05-Mar-03	30-Jun-06	$2,365,607	Clayton Const.
	037212 / 037226	05-Mar-03	30-Jun-07	$7,586,418	Warner Const. Co. Ltd. (037212) R & B Crushing (037226) R & B Crushing (0316116)
	0316111 / 0316116 / 0416112	05-Mar-03	30-Jun-07	$502,694	Clayton Const. (0316111) Warner Const. Co. Ltd. (0416112)
2.5	0315811	05-Jul-06	01-Nov-07	$2,997,918	Kays Const.
	047231	27-Apr-06	31-Mar-08	$1,561,332	Wappel Const. Ltd.
	047221	25-Apr-06	31-Mar-08	$4,409,386	North American Rock and Dirt
	047211	01-Apr-04	31-Mar-06	$2,469,451	Vector Enterprises Ltd.
	057212	01-Apr-06	31-Mar-06	$4,222,677	Warner Const. Co. Ltd.
	047217	01-Apr-04	31-Mar-06	$81,676	Norlin Construction
	057216	01-Apr-05	31-Mar-06	$126,479	Warner Const. Co. Ltd.
	0315822	17-Nov-06	30-Sep-07	$2,238,317	Carmacks Const. Ltd.
	067212	01-Apr-06	31-Mar-08	$2,245,700	Warner Const. Co. Ltd.

2.6	062612 UHC08001	1-Apr-06	30-Jun-09	$800,000	Stantec (062612) ASL Paving (UHC08001)

Environmental Issues

The majority of the project area lies on previously disturbed, largely agricultural land.[12] There are no environmental issues that occurred in 2009. Mitigative measures were employed where there were concerns about erosion. Compensation for any lost habitat was incorporated into the habitat compensation plan for the TransCanada East Twinning Project.[13]

Approximately 23.5 ha of grassland were lost due to the Highway 16 twinning project. The Ministry purchased and transferred title on 19 ha of grassland and 2 ha of wetland habitat to Saskatchewan Environment.

A final Environmental Project Plan report was prepared before the end of the fiscal year 2009-10 to facilitate project close out.

Installing erosion control near Delmas

Financial Summary

A financial summary for the Highway 16 West Twinning Project is shown in Table 5 below. Figure 6 (p.12) shows the CSIF claims on the Highway 16 West project by fiscal year. Forecasted expenditures are based on the cash flow in Schedule B, Revision 10 (Appendix B) and actual claim amounts are reported in the Detailed Expenditures for 2009-10 (Table 9 p.17). No claims were made during the 2009-10 fiscal year.

Table 5: Highway 16 West Twinning - Schedule B Summary

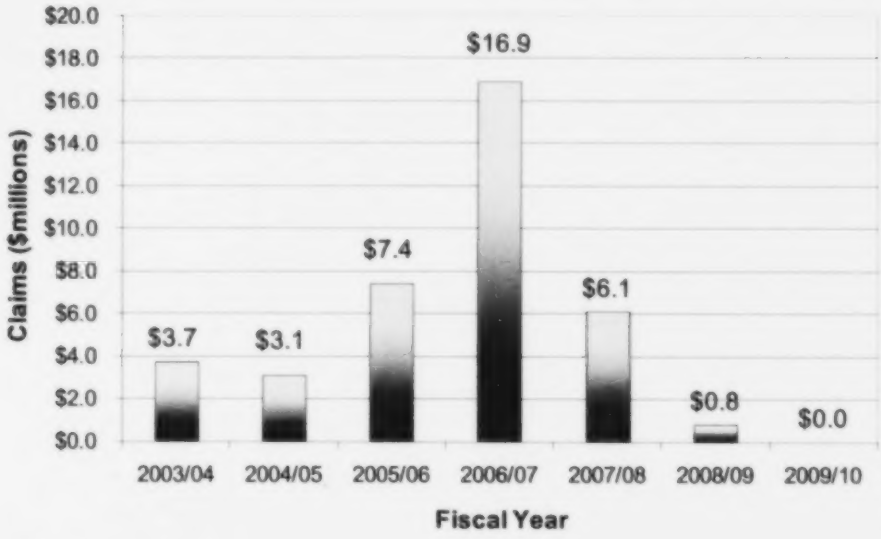
Project	Estimated Project Cost	Shareable Project Cost	Agreement Contributions		Expenditures 2002-2009	2009-10 Forecasted Expenditures	2009-10 Actual Claims*	Future Expenditures
			Federal	Provincial				
2.1	$420,300	$303,173	$151,587	$151,586	$303,173	$0	$0	$0
2.2	$7,587,300	$6,190,353	$3,095,177	$3,095,176	$6,190,353	$0	$0	$0
2.3	$13,658,200	$10,454,719	$5,227,360	$5,227,359	$10,454,719	$0	$0	$0
2.5	$41,469,700	$20,352,936	$10,176,468	$10,176,468	$20,352,936	$0	$0	$0
2.6	$11,200,000	$800,000	$400,000	$400,000	$800,000	$0	$0	$0
Totals	$74,335,500	$38,101,181	$19,050,592	$19,050,589	$38,101,181	$0	$0	$0

* Saskatchewan incurred sufficient costs in 2008-09 on CSIF project 2.6 to claim the contract balance of $80,000. Since the project was incomplete at the time, an accrual of $40,000 (federal share) has been set up by Transport Canada in the form of Payment-at-Year-End (PAYE) and being held back, to be paid out during 2010-11 at the conclusion of the program.

[12] *Environmental Protection Plan for the 2003/2004 Construction Area of the Highway 16 Twinning Project*, p. 19, Golder Associates

[13] *Environmental Protection Plan for the 2003/2004 Construction Area of the Highway 16 Twinning Project*, p. 17, Golder Associates

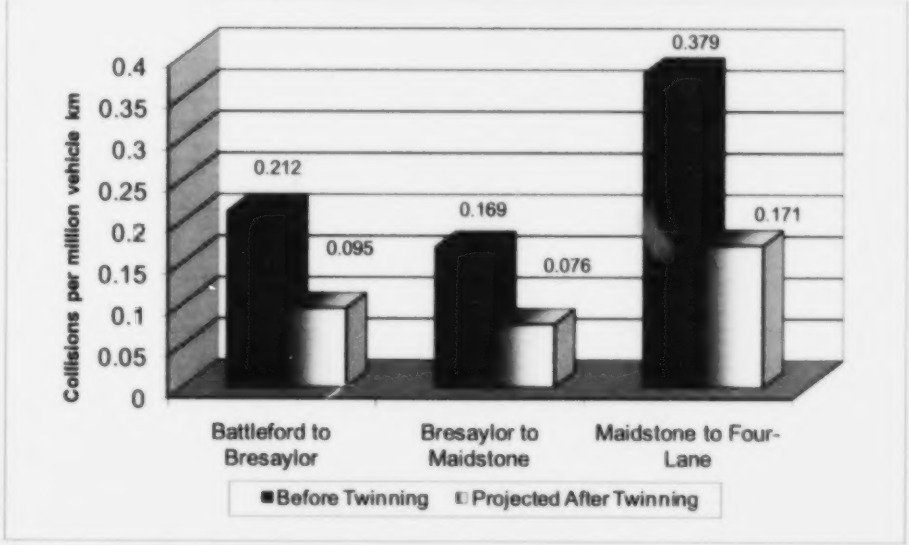
Figure 6: Highway 16 West - CSIF Claims by Fiscal Year



Expected Results

The Highway 16 West Project will have a positive effect on the safety performance of Highway 16. A safety analysis was conducted in three sections: Battleford to Bresaylor, Bresaylor to Maidstone and Maidstone to the start of the previously constructed four-lane. The collision rates before twinning and the projected collision rate after twinning are illustrated in Figure 7 (p.12).[14]

Figure 7: Collision Rates Before/After Twinning



[14] Saskatchewan Highways' collision analysis of Highway 16 between North Battleford and Saskatoon identified a 55 percent decrease in the five-year rate after twinning.

According to MicroBENCOST analysis, fuel consumption will be reduced by 10.6 million litres and carbon monoxide emissions will be reduced by 82,000 kg over the 20 year analysis period. These reductions will contribute to the environmental sustainability of Saskatchewan's transportation system.

A final Retrospective report was prepared before the end of 2009-10 to facilitate program close out.

Project 3 – Evaluation

The project consists of a Retrospective Evaluation of the Canada Strategic Infrastructure Fund (CSIF) and a comprehensive CSIF Environmental Report.

Project Status

All projects approved under the CSIF program have been completed. The retrospective evaluation was undertaken by AECOM Canada Ltd., and Golder Associates Ltd. prepared the final Environmental Report. A project Management Compliance Audit was also completed. A copy of each Executive Summary can be found in Appendix F.

Table 6 (p.13) illustrates the contract authorization information for the evaluation reports.

Table 6: Contract Authorizations for Evaluations

Project	Contract Authorization	Start Date	End Date	Budget	Contractor
3.1	PE097706	6-Jan-10	31-Mar-10	$17,850	AECOM Canada Ltd.
	PE097705	12-Nov-09	31-Mar-10	$24,000	Golder Associates Ltd

Environmental Issues

These projects are program evaluations and consequently there are no environmental issues.

Financial Summary

A financial summary for the Evaluations is shown in Table 7 below. The Retrospective Evaluation and the Environmental Reports were completed at a cost of $17,850 and $24,000 respectively.

Table 7: Evaluation - Schedule B Summary

Project	Estimated Project Cost	Shareable Project Cost	Agreement Contributions*		Expenditures 2002-2009	2009-10 Forecasted Expenditures	2009-10 Actual Claims*	Future Expenditures
			Federal	Provincial				
3.1	$55,000	$20,003	$9,970	$10,033	$0	$20,000	$20,003	$0

* Saskatchewan has incurred sufficient costs in 2009-10 on CSIF project 3.1 to claim the contract balance of $20,003. However since the reports (financial audit and annual) were not completed by March 31, 2010, an accrual of $9,970 (federal share) has been set up by Transport Canada in the form of Payment-at-Year-End (PAYE) and being held back, to be paid out during 2010-11 at the conclusion of the program. The 2009-10 Actual Claimed and the federal/provincial cost share split amounts differ slightly from the Audit Financial statement located in Table 9: Canada-Strategic Infrastructure Fund – Detailed Expenditures for 2009-10, due to rounding within the HCoMS database.

6. Communication Activities

Schedule A of the CSIF agreement stipulates that Canada and Saskatchewan "carry out joint communications activities and products that will promote opportunities to communicate with the public in an

open, transparent, effective and proactive manner, using appropriate, ongoing, consistent public information material acknowledging the Parties' contributions." No major communications events have occurred in association with the Canada-Saskatchewan CSIF Agreement, however a number of news releases have been provided to the media and public. Table 8 below contains a summary of events and news releases. There were no news releases for the 2009-10 fiscal year.

Table 8: Communications Activities

Date	Event	Party
March 5, 2003	Announcement of Canada – Saskatchewan CSIF Agreement	Canada and Saskatchewan
March 3, 2004	News release for improving Highways in North Battleford/Lloydminster area	Canada and Saskatchewan
April 27, 2004	News release for twinning Highways 1 and 16	Canada and Saskatchewan
June 30, 2004	News release for start of construction on Broadview CPR Overpass	Canada and Saskatchewan
July 23, 2004	News release for the start of paving on Highway 16	Canada and Saskatchewan
August 18, 2004	News release for improving highway 16 east of Lloydminster	Canada and Saskatchewan
November 10, 2004	News release for completion of 40 km of twinning on Highway 1 east	Canada and Saskatchewan
March 15, 2005	News release updating improvements in North Battleford/Lloydminster area	Canada and Saskatchewan
June 16, 2005	News release for continuing twinning work on Highway 16 near Battleford	Canada and Saskatchewan
June 29, 2005	News release for continuing twinning work on Highway 1 east.	Canada and Saskatchewan
July 6, 2005	News release official opening of a twinned section on Highway 16 near Battleford	Canada and Saskatchewan
November 15, 2005	News release Winter Tender Schedule announcement	Canada and Saskatchewan
April 20, 2006	News release Spring Tender Schedule announcement	Canada and Saskatchewan
May 25, 2006	News release for highway twinning projects	Canada and Saskatchewan
September 29, 2006	Media advisory for opening of twinned lanes on Highway 16	Canada and Saskatchewan
July 26, 2007	News release for continuing twinning work on Highway 16	Canada and Saskatchewan
December 5, 2008	News release for completion of twinning the Trans-Canada Highway	Canada and Saskatchewan

7. Risk Assessment

The Trans-Canada East Twinning Project (TETP) and Yellowhead Highway 16 West Risk Assessment considers factors which affect the scope, schedule and budget on projects funded under the CSIF program. Factors that have caused the project budgets to escalate include, fuel prices, steel prices, environmental issues and haul distance for quality aggregate. Factors that have caused projects to be completed late include weather and contractor capacity.

Construction cost increases continued through to 2008 with fluctuations in fuel prices and increased asphalt costs. Costs stabilized in 2009 with a lower rate of cost increases. Contract items have increased approximately 55% since 2005. The province continues to absorb these cost increases by deferring other needed capital improvements within the province. While this is not a direct threat to completion of CSIF projects, other capital improvements being deferred include pavement rehabilitation on Highway 39, twinning on Highway 11, pavement rehabilitation projects on Highway 16, and expansion of the primary weight system which are critical linkages to the National Highway System.

A general shortage of asphalt (bitumen) material prevailed through the latter part of the 2006 construction season. It was the first time in Saskatchewan's history that asphalt shortages threatened timely completion of paving projects. The Ministry responded by centralizing distribution of asphalt material to projects and was able to maintain supplies to asphalt mixing plants working on TETP projects. The Ministry worked closely with suppliers to procure asphalt materials in advance, to reasonably practical limits. There was no shortfall of asphalt during the 2009 construction season.

The uncertainty in the volatile fuel market is one component which continues to cause project costs to increase. Contractors must bid in risk associated with higher fuel costs which will influence future bids for earth excavation and haul. The large equipment required to haul, shape and compact a road embankment use large quantities of diesel fuel. The Ministry implemented fuel adjustments to reduce contractor risk and thereby reducing overall project costs.

In 2004 the steel market demand appeared to be greater than the supply resulting in escalating prices on public tendered culverts and guard rails. In 2005 tendered culvert prices doubled over previous years, and steel costs continued to rise in 2006. Culverts are required at streams and low areas to allow water to flow from one side of the highway to the other. Culvert materials were purchased in 2008 in advance of the 2009 construction season.

Environmental issues have caused significant increases in project costs. Mitigation and compensation work for habitat loss is ongoing with mitigation implementation. The Ministry has incurred increased expenditures at Adair Creek, where it has been assessing fish habitat issues since 2003. Agreement in principle has been reached with DFO on mitigation requirements and work is ready for tendering pending the final agreement with DFO.

Quality aggregate is rare in the south eastern part of Saskatchewan. Potential rock deposits were rejected because of shale content which is not desirable when used in asphalt concrete. A new rock source was acquired, but anticipated volumes of rock did not materialize; therefore, alternate sources were used. As a result the contractor was required to haul materials farther and operations were adjusted to ensure a timely completion. Large quantities of sand were also required when building the highway. Aggregate sources were generally secured in advance of the 2009 construction season. In one instance the contractor supplied aggregate from their secured source.

Compaction is an important factor in building a solid foundation and is very dependent on moisture content. With large amounts of rain the materials become saturated and must be dried before they can be compacted properly. As days are lost to rain a contractor's workable time becomes shorter and their capacity becomes an issue. Risks were continuously monitored and appropriate actions were implemented to minimize any impacts.

All projects were completed in 2009, before the Agreement end date.

8. Summary of Expenditures

Table 9 (page 17) details expenditures in the Canada – Saskatchewan CSIF Agreement to the end of the 2009-10 fiscal year. The table also shows the remaining funds associated with each contract authorization as approved by the Management Committee on Schedule B, Revision 10.

9. Annual Audit

The Canada – Saskatchewan CSIF program was audited for all expenditures up to March 31, 2010 by the Saskatchewan Provincial Auditor. The audit was a requirement of Clause 5.2 of the Canada – Saskatchewan CSIF Agreement. The audit report is attached as Appendix E.

Table 9: Canada-Strategic Infrastructure Fund – Detailed Expenditures for 2009-10

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.1	**Highway 1 east general engineering, surveying environmental screening and design**	SK1.1EandSurv	$ 1,634,888										
	2.5 km west of Grenfell to 4 km west of Broadview	0216815		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	3 km west of Whitewood to 14 km west of Wapella	0319111		$ 66,513	$ 209,175	$ 279,666	$ -	$ -	$ -	$ -	$ -	$ -	
	East of Wapella to Manitoba Border	0319116		$ 7,673	$ 172,541	$ 117,483	$ -	$ 37,233	$ -	$ -	$ 335,140	$ 167,570	
	3km east of Moosomin to Manitoba Border	0421211		$ -	$ -	$ 316,142	$ -	$ -	$ -	$ -	$ 316,142	$ 158,071	
	Corridor General Engineering	876815		$ 754,136	$ 89,606	$ 77,077	$ -	$ 64,735	$ -	$ -	$ 985,617	$ 492,809	
			$ 1,634,888	$ 831,322	$ 471,364	$ 332,634	$ -	$ 101,968	$ -	$ -	$ 1,636,898	$ 818,450	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.2	**Grading - 5km west of Grenfell to 5.88 km east of Wapella**												
	5km west to 5.8 km east of Grenfell	0216811	$ 2,494,536	$ 1,605,281	$ 668,546	$ 116,709	$ 104,000	$ -	$ -	$ -	$ 2,494,536	$ 1,247,269	
	5.8 km west of Grenfell to 5.9 km west of Broadview	0318811	$ 2,801,324	$ 1,983,366	$ 708,891	$ 99,067	$ -	$ -	$ -	$ -	$ 2,801,324	$ 1,400,662	
	3 km west of Whitewood to 14 km west of Wapella	0319111	$ 4,811,742	$ -	$ -	$ 4,347,746	$ 357,897	$ 6,100	$ -	$ -	$ 4,811,743	$ 2,405,872	
	5.88 km east of Wapella to 6.55 km west of Wapella	0419111	$ 4,599,746	$ -	$ -	$ 3,308,222	$ 740,846	$ 550,676	$ -	$ -	$ 4,599,746	$ 2,299,873	
			$ 14,707,348	$ 3,588,647	$ 1,377,437	$ 7,771,744	$ 1,402,745	$ 556,776	$ -	$ -	$ 14,707,348	$ 7,353,674	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.3	**Paving - East of Wolseley to 4 km west of Wapella**												
	East of Wolseley to 5 km west of Grenfell	026812	$ 5,635,116	$ 2,504,629	$ 2,808,574	$ 272,357	$ 18,536	$ 30,319		$ -	$ 5,635,116	$ 2,817,558	
	5 km west of Grenfell to 5.9 km west of Broadview	0318812	$ 6,911,225	$ 290,266	$ 6,084,455	$ 453,071	$ 83,433	$ -		$ -	$ 6,911,225	$ 3,455,613	
	Broadview to 5.9 km west	0418222	$ 5,742,067	$ -	$ -	$ 5,236,073	$ 373,061	$ 133,933		$ -	$ 5,742,067	$ 2,871,033	
	3 km west of Whitewood to Broadview	0419212	$ 5,997,275	$ -	$ 7,967	$ 5,378,336	$ 391,982	$ 368,987		$ -	$ 5,997,275	$ 2,998,638	
	3 km west of Whitewood to Burrows	0519112	$ 8,133,166	$ -	$ -	$ 1,219,625	$ 6,672,941	$ 40,380		$ -	$ 8,133,166	$ 4,066,583	
	Burrows to east of Wapella	0519132	$ 7,254,609	$ -	$ -	$ -	$ 4,445,315	$ 2,809,294		$ -	$ 7,254,609	$ 3,627,306	
			$ 39,673,458	$ 2,794,895	$ 8,900,996	$ 12,559,865	$ 12,984,768	$ 3,321,952	$ -	$ -	$ 39,673,458	$ 19,836,729	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.4	**Broadview Railway Overpass**	SK1.Abridgework	$ 5,813,825										
	Grading overpass abutments	0218821		$ 59,857	$ 11,610	$ -	$ -	$ -	$ -	$ -	$ 71,867	$ 35,784	
	Twin structures over CPR	0318814		$ -	$ 2,823,927	$ 2,114,661	$ -	$ -	$ -	$ -	$ 4,137,588	$ 2,068,994	
	Supply and erect steel structure for overpass	0418834		$ -	$ 1,261,258	$ 343,013	$ -	$ -	$ -	$ -	$ 1,604,270	$ 802,135	
				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
			$ 5,813,825	$ 59,857	$ 3,384,795	$ 2,457,674	$ -	$ -	$ -	$ -	$ 5,813,825	$ 2,866,913	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.6	**Grading & Clearing - From Manitoba Border to 5.88 km east of Wapella**		$ 9,345,050										
	Grading - 3 km east to 3 km west of Moosomin	0521211		$ -	$ -	$ -	$ 1,015,805	$ 2,462,826	$ -	$ -	$ 3,488,721	$ 1,740,361	
	Grading - east of Wapella to west of Moosomin	0519121		$ -	$ -	$ -	$ 4,589,824	$ 1,392,733	$ -	$ -	$ 5,982,557	$ 2,991,278	
	Clearing - east of Wapella to east of Moosomin	0519137		$ -	$ -	$ -	$ 102,691	$ -	$ -	$ -	$ 102,691	$ 51,301	
	Grading 3 km East of Moosomin to Manitoba Border	0421211G	$ 5,554,671	$ -	$ -	$ -	$ 5,238,184	$ 315,887	$ -	$ -	$ 5,554,071	$ 2,777,035	
			$ 15,139,050	$ -	$ -	$ -	$ 10,946,504	$ 4,191,446	$ -	$ -	$ 15,138,050	$ 7,560,015	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.7	**Surfacing - From east of Wapella to the Manitoba Border**												
	Surfacing - From east of Wapella to east of Moosomin	0519112	$ 5,704,123	$ -	$ -	$ -	$ 1,143,521	$ 1,660,880	$ 2,500,813	$ -	$ 5,704,123	$ 2,852,062	
	Surfacing - From east of Moosomin to the Manitoba Border	0621212	$ 8,806,136	$ -	$ -	$ -	$ 1,216,648	$ 7,589,290	$ -	$ -	$ 8,805,138	$ 4,402,569	
			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
			$ 14,500,259	$0	$0	$0	$ 2,360,170	$ 9,850,270	$ 2,500,813		$ 14,509,259	$ 7,454,630	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
2.1	**Highway 16 general engineering, surveying, environmental screening and design**		$303,173										
	East of Peynton to Maidstone	057215		$1,586	$13,699	$3,802	$0	$0	$0	$0	$19,086	$9,540	
	West of Deimos to west of Bresaylor	057215		$57,590	$19,435	$0	$0	$0	$0	$0	$77,325	$38,662	
	West of the Battlefords to west of Maidstone - Environmental screening	0315615		$56,758	$12,815	$10,746	$0	$21,341	$0	$0	$101,340	$50,670	
	5 km east of Deimos to west of Deimos	0315625		$80,845	$16,434	$8,944	$0	$0	$0	$0	$106,414	$53,207	
			$303,173	$197,168	$62,371	$22,542	$0	$21,341	$0		$303,173	$151,587	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
2.2	**Grading and Paving - end of the four-lane to 5km east of Deimos**												
	Traffic groove for grading projects	057216	$66,150	$66,150	$0	$0	$0	$0	$0	$0	$66,150	$33,075	
	Grading from the end of the four-lane to 5 km east of Deimos	0215611	$2,240,163	$1,666,326	$616,975	$383,196	$141,667	$0	$0	$0	$3,804,990	$1,902,495	
	Paving from the end of the four-lane to 5 km east of Deimos	0315612	$3,684,166	$660,777	$1,439,162	$1,584,180		$0	$0	$0	$4,186,333	$3,686,177	
			$6,190,353	$1,893,253	$2,256,137	$1,967,396	$141,667	$0	$0		$8,186,333	$3,686,177	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
2.3	**Grading and Paving - Maidstone Bypass**												
	Grading Maidstone bypass	037211	$2,365,607	$733,163	$632,672	$663,230	$309,844	$27,310	$0	$0	$2,365,607	$1,182,804	
	Paving Maidstone bypass	037212		$6,118	$0	$2,468,723	$4,222,582	$16,122	$0	$0	$6,702,565	$3,351,283	
	Stockpiling for Maidstone bypass	037226	$7,586,418	$883,853	$0	$0	$0	$0	$0	$0	$883,853	$441,927	
	Grade and Pave- Jct Hwy 16 & 21	0316111/0416112		$0	$167,760	$134,168	$164,678	$0	$0	$0	$456,486	$228,248	
	Stockpiling - south of Maidstone to Jct. Highway 16	0316116	$602,694	$39,713	$6,484	$0	$0	$0	$0	$0	$46,198	$23,099	
								$0	$0	$0	$0	$0	
			$10,454,719	$1,662,837	$806,916	$3,266,101	$4,697,014	$43,432	$0		$10,454,719	$5,227,360	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
2.5	**Grading, Paving and Clearing from 5 km east of Deimos to 5 km east of Maidstone**												
	Grading from 5 km east of Deimos to west of Deimos	0315611	$2,997,910	$0	$0	$0	$2,997,910	$0	$0	$0	$2,997,910	$1,498,955	
	Grading from west of Deimos to west of Bresaylor	047231	$1,561,332	$0	$0	$0	$620,957	$841,375	$0	$0	$1,561,332	$780,666	
	Grading from 7 km west of Bresaylor to 10 km west of Peynton	047221	$4,408,386	$0	$0	$0	$3,754,324	$654,062	$0	$0	$4,408,386	$2,204,683	
	Grading 10 km west of Peynton to 8 km east of Maidstone	047211	$2,469,451	$0	$0	$2,168,546	$300,905	$0	$0	$0	$2,469,451	$1,234,726	
	Paving from 10 km west of Peynton to 8 km east of Maidstone	057212	$4,222,677	$0	$0	$0	$4,222,677	$0	$0	$0	$4,222,677	$2,111,338	
	Clearing from 10 km west of Peynton to 8 km east of Maidstone	047217	$81,676	$0	$0	$63,555	$18,121	$0	$0	$0	$81,676	$40,838	
	Stockpiling from east of Deimos to west of Peynton	057216	$126,479	$0	$0	$0	$126,479	$0	$0	$0	$126,479	$63,240	
	Paving - east of Deimos to west of Bresaylor	0315622	$2,236,317	$0	$0	$0	$0	$2,236,317	$0	$0	$2,236,317	$1,119,159	
	Paving - west of Bresaylor to 10 km west of Peynton	057213	$2,245,700	$0	$0	$0	$0	$2,245,700	$0	$0	$2,245,700	$1,122,850	
			$20,352,934	$0	$0	$2,172,101	$12,100,481	$6,869,354	$0		$20,352,934	$10,176,468	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
2.8	**Grading and Paving - at Lloydminster**												
	Grade and Pave at Lloydminster	062812	$600,000	$0	$0	$0	$0	$0	$153,968	$0	$153,968	$76,984	
		UHC00001							$566,032	$0	$446,032	$283,016	
									$80,000	$0	$80,000	$40,000	
			$600,000	$0	$0	$0	$0	$0	$800,000		$680,000	$400,000	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
3.1	**Evaluation**												
	CSIF retrospective evaluation report	PE007796	$20,000	$0	$0	$0	$0	$0	$0	$20,000	$20,000	$10,000	
	Environmental Assessment Report	PE007766								$0			
			$20,000	$0	$0	$0	$0	$0	$0	$20,000	$20,000	$10,000	$0
	PROGRAM TOTAL		$130,000,000	$10,859,279	$17,173,430	$30,457,787	$43,752,430	$24,309,395	$3,300,813	$30,000	$130,000,000	$65,000,000	$0

* Saskatchewan had not provided the final reports for the program prior to March 31, 2010. Since the reports were incomplete, accruals totalling $130,001 (2008-09 - $110,001) were set up and will be claimed in 2010-11 once the final reports have been approved by Canada.

Table 9: Canada-Strategic Infrastructure Fund – Detailed Expenditures for 2009-10

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.1	**Highway 1 east general engineering, surveying environmental screening and design**	**SK(1)GenEngEnv**	**$ 1,838,888**										
	2.5 km west of Grenfell to 4 km west of Broadview	0218915		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
	3 km west of Whitewood to 14 km west of Wapella	0319111		$ 69,513	$ 208,175	$ 279,688	$ -	$ 37,233	$ -	$ -	$ 335,148	$ 167,570	
	East of Wapella to Manitoba Border	0319115		$ 7,873	$ 172,541	$ 117,493	$ -	$ -	$ -	$ -	$ 316,142	$ 158,071	
	3km east of Moosomin to Manitoba Border	0421211		$ -	$ -	$ 316,143	$ -	$ -	$ -	$ -	$ 985,817	$ 492,909	
	Corridor General Engineering	970815		$ 754,136	$ 99,685	$ 77,877	$ -	$ 94,735	$ -	$ -	$ 1,026,433	$ 513,217	$0
			$ 1,838,888	$ 831,522	$ 471,354	$ 333,834	$ -	$ 191,969	$ -	$ -	$ 1,026,433	$ 513,217	

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.2	**Grading - 5km west of Grenfell to 5.88 km east of Wapella**												
	5km west to 5.6 km east of Grenfell	0218811	$ 2,484,536	$ 1,695,291	$ 668,546	$ 110,709	$ 104,000	$ -	$ -	$ -	$ 2,484,536	$ 1,347,268	
	5.6 km east of Grenfell to 5.9 km west of Broadview	0318811	$ 2,891,334	$ 1,993,366	$ 708,891	$ 99,087	$ -	$ -	$ -	$ -	$ 2,891,334	$ 1,466,662	
	3 km west of Whitewood to 14 km west of Wapella	0319111	$ 4,811,742	$ -	$ -	$ 4,347,746	$ 557,897	$ 6,100	$ -	$ -	$ 4,811,743	$ 2,405,873	
	5.88 km east of Wapella to 6.55 km west of Wapella	0419111	$ 4,599,746	$ -	$ -	$ 3,300,222	$ 740,848	$ 599,676	$ -	$ -	$ 4,599,746	$ 2,299,873	
			$ 14,787,348	$ 3,688,647	$ 1,377,437	$ 7,771,744	$ 1,402,745	$ 605,776	$ -	$ -	$ 14,787,348	$ 7,389,674	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.3	**Paving - East of Wolseley to 4 km west of Wapella**												
	East of Wolseley to 5 km west of Grenfell	038812	$ 5,835,116	$ 2,566,629	$ 2,666,574	$ 272,557	$ 19,036	$ 29,310		$ -	$ 5,835,116	$ 2,917,558	
	5 km west of Grenfell to 5.9 km west of Broadview	0318812	$ 6,911,235	$ 290,366	$ 6,064,455	$ 453,671	$ 53,433	$ -		$ -	$ 6,911,235	$ 3,455,613	
	Broadview to 5.9 km west	0419222	$ 5,742,067	$ -	$ -	$ 5,238,873	$ 370,061	$ 133,933		$ -	$ 5,742,067	$ 2,871,033	
	3 km west of Whitewood to Broadview	0419213	$ 5,997,275	$ -	$ 7,967	$ 5,379,339	$ 301,982	$ 308,087		$ -	$ 5,997,375	$ 2,998,638	
	3 km west of Whitewood to Burrows	0519112	$ 8,133,166	$ -	$ -	$ 1,219,825	$ 6,672,941	$ 40,399		$ -	$ 8,133,166	$ 4,066,583	
	Burrows to east of Wapella	0519133	$ 7,254,689	$ -	$ -	$ -	$ 4,440,315	$ 2,800,284		$ -	$ 7,254,600	$ 3,627,300	
			$ 39,873,488	$ 2,790,995	$ 8,080,994	$ 12,564,765	$ 12,094,768	$ 3,321,952	$ -	$ -	$ 39,873,488	$ 19,936,739	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.4	**Broadview Railway Overpass**	**SK(1)Bridgework**	**$ 5,813,825**										
	Grading overpass abutments	0218921		$ 59,957	$ 11,610	$ -	$ -	$ -	$ -	$ -	$ 71,567	$ 35,784	
	Twin structures over CPR	0318814		$ -	$ 2,033,927	$ 2,114,061	$ -	$ -	$ -	$ -	$ 4,137,988	$ 2,068,994	
	Supply and erect steel structure for overpass	0418834		$ -	$ 1,281,258	$ 343,013	$ -	$ -	$ -	$ -	$ 1,624,270	$ 812,135	
				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
			$ 5,813,825	$ 59,957	$ 3,326,795	$ 2,457,074	$ -	$ -	$ -	$ -	$ 5,813,825	$ 2,906,913	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.6	**Grading & Clearing - From Manitoba Border to 5.88 km east of Wapella**		$ 5,555,555										
	Grading - 3 km east to 3 km west of Moosomin	0421211		$ -	$ -	$ -	$ 1,015,680	$ 2,482,838	$ -	$ -	$ 3,498,721	$ 1,749,361	
	Grading - east of Wapella to west of Moosomin	0519121		$ -	$ -	$ -	$ 4,589,824	$ 1,392,733	$ -	$ -	$ 5,982,557	$ 2,991,279	
	Clearing - east of Wapella to east of Moosomin	0919137		$ -	$ -	$ -	$ 102,661	$ -	$ -	$ -	$ 102,661	$ 51,341	
	Grading 3 km East of Moosomin to Manitoba Border	04212110	$ 5,554,071	$ -	$ -	$ -	$ 5,236,164	$ 315,907	$ -	$ -	$ 5,554,071	$ 2,777,036	
			$ 10,138,636	$ -	$ -	$ -	$ 10,944,364	$ 4,191,488	$ -	$ -	$ 15,136,050	$ 7,568,015	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.7	**Surfacing - From east of Wapella to the Manitoba Border**												
	Surfacing - From east of Wapella to east of Moosomin	0619113	$ 5,704,123	$ -	$ -	$ -	$ 1,143,321	$ 1,960,900	$ 2,599,813	$ -	$ 5,704,123	$ 2,852,062	
	Surfacing - From east of Moosomin to the Manitoba Border	0621212	$ 9,305,139	$ -	$ -	$ -	$ 1,215,849	$ 7,989,290	$ -	$ -	$ 9,305,139	$ 4,652,569	
				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
			$14,999,359	$0	$0	$0	$2,359,170	$9,950,279	$2,599,813		$14,999,359	$7,494,630	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
2.1	**Highway 16 general engineering, surveying, environmental screening and design**		$365,173										
	East of Rimpton to Minnedosa	987315		$1,595	$12,000	$3,062	$0	$0	$0	$0	$16,656	$8,328	

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.6	**Grading & Clearing - From Manitoba Border to 3.83 km east of Wapella**		$ 8,581,945										
	Grading - 3 km east to 3 km west of Moosomin	0621211		$ -	$ -	$ -	$ 1,915,993	$ 3,482,928	$ -	$ -	$ 5,398,721	$ 1,749,361	
	Grading - east of Wapella to west of Moosomin	0319121		$ -	$ -	$ -	$ 4,589,834	$ 1,302,753	$ -	$ -	$ 5,892,587	$ 2,891,370	
	Clearing - east of Wapella to east of Moosomin	0319137		$ -	$ -	$ -	$ 102,691	$ -	$ -	$ -	$ 102,691	$ 51,341	
	Grading 3 km East of Moosomin to Manitoba Border	04212110	$ 3,554,071	$ -	$ -	$ -	$ 1,338,104	$ 315,967	$ -	$ -	$ 3,554,071	$ 2,777,035	
			$ 15,136,050	$ -	$ -	$ -	$ 10,948,584	$ 4,101,448	$ -		$ 15,136,050	$ 7,368,015	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
1.7	**Surfacing - From east of Wapella to the Manitoba Border**												
	Surfacing - From east of Wapella to east of Moosomin	0619112	$ 5,794,123	$ -	$ -	$ -	$ 1,143,321	$ 1,940,990	$ 2,599,813	$ -	$ 5,794,123	$ 2,853,063	
	Surfacing - From east of Moosomin to the Manitoba Border	0621212	$ 9,205,136	$ -	$ -	$ -	$ 1,215,849	$ 7,989,290	$ -	$ -	$ 9,205,136	$ 4,602,568	
				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
			$14,999,259	$0	$0	$0	$2,359,170	$9,930,279	$2,599,813		$14,999,259	$7,454,630	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
2.1	**Highway 10 general engineering, surveying, environmental screening and design**		$383,173										
	East of Peynton to Maidstone	067213		$1,095	$12,699	$3,862	$0	$0	$0	$0	$17,656	$8,548	
	West of Deimas to west of Bresaylor	037213		$37,690	$19,433	$0	$0	$0	$0	$0	$77,323	$38,662	
	West of the Battlefords to west of Maidstone - Environmental screening	0315815		$58,758	$13,815	$19,748	$0	$31,941	$0	$0	$191,340	$89,670	
	5 km east of Deimas to west of Deimas	0319835		$80,945	$18,426	$8,844	$0	$0	$0	$0	$106,414	$52,707	
			$383,173	$197,188	$64,371	$32,582	$0	$31,941	$0		$393,175	$191,587	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
2.2	**Grading and Paving - end of the four-lane to 5km east of Deimas**												
	Traffic power for grading projects	037216	$66,150	$66,150	$0	$0	$0	$0	$0	$0	$66,150	$33,075	
	Grading from the end of the four-lane to 5 km east of Deimas	0215811	$2,340,183	$1,006,328	$813,075	$393,100	$141,687	$0	$0	$0	$3,348,194	$1,139,052	
	Paving from the end of the four-lane to 5 km east of Deimas	0315812	$3,884,100	$930,777	$1,630,162	$1,594,100	$0	$0	$0	$0	$3,884,000	$1,942,000	
			$6,190,353	$1,003,253	$2,253,137	$1,987,200	$141,687	$0	$0		$7,298,277	$3,096,177	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
2.3	**Grading and Paving - Maidstone Bypass**												
	Grading Maidstone bypass	037211	$2,365,607	$733,153	$432,072	$663,220	$309,844	$37,310	$0	$0	$2,365,607	$1,182,804	
	Paving Maidstone bypass	037212		$8,119	$0	$3,454,733	$4,222,592	$15,132	$0	$0	$8,702,986	$3,351,263	
	Stockpiling for Maidstone bypass	037226	$7,998,419	$883,853	$0	$0	$0	$0	$0	$0	$883,853	$441,927	
	Grade and Pave- Jct Hwy 16 & 21	0319111/0419112		$0	$167,700	$134,159	$154,578	$0	$0	$0	$456,496	$228,248	
	Stockpiling - south of Maidstone to Jct. Highway 10	0319119	$592,864	$39,713	$8,484	$0	$0	$0	$0	$0	$48,196	$23,098	
										$0	$0	$0	
			$10,454,710	$1,662,837	$608,313	$4,386,101	$4,687,014	$43,450	$0		$12,455,713	$5,227,396	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
2.5	**Grading, Paving and Clearing from 5 km east of Deimas to 4 km west of Maidstone**												
	Grading from 5 km east of Deimas to west of Deimas	0315811	$2,997,918	$0	$0	$0	$2,997,918	$0	$0	$0	$2,997,918	$1,498,959	
	Grading from west of Deimas to west of Bresaylor	047231	$1,561,332	$0	$0	$0	$620,057	$941,275	$0	$0	$1,561,332	$780,666	
	Grading from 7 km west of Bresaylor to 10 km west of Peynton	047221	$4,408,388	$0	$0	$0	$3,754,334	$653,062	$0	$0	$4,408,396	$2,204,000	
	Grading 10 km west of Peynton to 6 km east of Maidstone	047211	$2,408,461	$0	$0	$2,108,546	$366,885	$0	$0	$0	$2,408,461	$1,204,728	
	Paving from 10 km west of Peynton to 6 km east of Maidstone	057212	$4,222,677	$0	$0	$0	$4,222,677	$0	$0	$0	$4,222,677	$2,111,339	
	Clearing from 10 km west of Peynton to 6 km east of Maidstone	047217	$81,675	$0	$0	$63,555	$18,121	$0	$0	$0	$81,675	$40,838	
	Stockpiling from east of Deimas to west of Peynton	057216	$126,479	$0	$0	$0	$126,479	$0	$0	$0	$126,479	$63,240	
	Paving - east of Deimas to west of Bresaylor	0315822	$2,238,317	$0	$0	$0	$0	$2,238,317	$0	$0	$2,238,317	$1,119,159	
	Paving - west of Bresaylor to 10 km west of Peynton	067212	$2,345,799	$0	$0	$0	$0	$2,345,799	$0	$0	$2,345,798	$1,122,899	
			$20,393,894	$0	$0	$2,172,101	$12,106,441	$6,098,384	$0		$20,393,854	$10,176,488	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
2.6	**Grading and Paving - at Lloydminster**												
	Grade and Pave at Lloydminster	062612	$600,000	$0	$0	$0	$0	$0	$153,968	$0	$153,968	$76,984	
		UHC90001							$396,032	$0	$396,032	$393,016	
									$50,000	$0	$50,000	$40,000	
			$600,000	$0	$0	$0	$0	$0	$600,000		$600,000	$509,000	$0

Project Number	Project Description	Contract Authorization	Revised Contract Amount	2003-04 Expenditures Claimed to Date	2004-05 Expenditures Claimed to Date	2005-06 Expenditures Claimed to Date	2006-07 Expenditures Claimed to Date	2007-08 Expenditures Claimed to Date	2008-09 Expenditures Claimed to Date	2009-10 Expenditures Claimed to Date*	Total Claimed To Date	Estimated Claim Amount (50%)	Contract Balance
3.1	**Evaluation**												
	CSIF retrospective evaluation report	PE007705	$30,000	$0	$0	$0	$0	$0	$0	$20,000	$20,000	$10,000	
	Environmental Assessment Report	PE007705								$0			
			$30,000	$0	$0	$0	$0	$0	$0	$20,000	$20,000	$10,000	$0
	PROGRAM TOTAL		$139,000,000	$10,909,279	$17,173,430	$30,467,787	$63,732,439	$34,396,396	$3,399,813	$20,000	$139,000,000	$65,000,000	$0

* Saskatchewan had not provided the final reports for the program prior to March 31, 2010. Since the reports were incomplete, accruals totalling $130,801 (2008-09 - $110,801) were set up and will be claimed in 2010-11 once the final reports have been approved by Canada.

APPENDIX A

MANAGEMENT COMMITTEE AGENDAS AND MEETING MINUTES

AGENDA
Canada-Saskatchewan
CSIF Management Committee Meeting No. 11
November 2, 2009 @ 11:00 am CST
Saskatchewan Highways & Infrastructure
12th Floor Central Boardroom, 1855 Victoria Avenue
Regina, Saskatchewan

1.0 Opening Remarks

2.0 Administrative Details

- 2.1 Note Taker
- 2.2 Approval of previous meeting minutes

3.0 CSIF Program Management/Project Status

- 3.1 Discussion on Draft of Schedule B.2 (Revision 9)
- 3.2 Update on projects
- 3.3 Outstanding Solemn Declarations/Claims
- 3.4 Financial Audit/2008-09 Annual Report
- 3.5 Compliance Audit 2008-09
- 3.6 Retrospective Evaluation
- 3.7 Environmental Report

4.0 Next Meeting

Canada - Saskatchewan

Canada Strategic Infrastructure Fund (CSIF) Management Committee Meeting (MC)

Meeting No. 11

Date: **November 2, 2009**
Location: **12th Fl, 1855 Victoria Ave.**

Note taker: Jennifer Hval

Attendees: David Stearns – Provincial Co-Chair – Ministry of Highways and Infrastructure
Jay Heuchert – Ministry of Highways and Infrastructure
Chris Fuchs – Ministry of Highways and Infrastructure
James Clarkin – Federal Co-Chair – Transport Canada
Mohammad Tayyaran – Project Manager – Transport Canada
Ryan Phillips – Project Officer – Transport Canada

Record of Discussions

1.0 Opening Remarks

Summary: Welcome to the eleventh Agreement Management Committee (AMC) meeting for the Canada – Saskatchewan CSIF Agreement.

Action items: N/A	**Person responsible:**	**Deadline:**

2.0 Administrative Details

2.1 Note Taker: Jennifer Hval

Action items: Circulate minutes.	**Person responsible:**	**Deadline:**

2.2 Approval of Previous Meeting Minutes

Summary: Minutes from previous MC meeting approved.

Action items:	**Person responsible:**	**Deadline:**

3.0 CSIF Program Management

3.1 Review of Draft Schedule B.2 - Revision 9

Summary: When submitting Schedule B Revision #9 for approval Saskatchewan will adjust the amount for Retrospective analysis to ensure the overall Federal contribution to the program is capped at $65 million.

Action items: Adjust Schedule B.2 and submit through HCoMs for approval.	**Person responsible:**	**Deadline:**
	Jay Heuchert	

3.2 Update on projects		
Summary: All projects are complete. Transport Canada visited Hwy 16 in October 2009.		
Action items: N/A	**Person responsible**:	**Deadline**:
3.3 Outstanding Solemn Declarations/Claims		
Summary: Outstanding affidavit for Lloydminster.		
Action items:	**Person responsible**:	**Deadline**:
3.4 Financial Audit/2008-09 Annual Report		
Summary: Approved by the Committee.		
Action items: N/A	**Person responsible**:	**Deadline**:
3.5 Compliance Audit		
Summary: TC informed Saskatchewan that it has not received the finalized audit back.		
Action items: Dave Stearns to follow up.	**Person responsible:**	**Deadline:**
	Dave Stearns	
3.6 Retrospective Evaluation		
Summary: Outstanding		
Action items: Dave Stearns will follow up on the progress of the retrospective evaluation report.	**Person responsible:**	**Deadline:**
	Dave Stearns	**December 24/09**
3.7 Environmental Report		
Summary: Saskatchewan to retain a consultant for this task. Would be beneficial to include a field review. There may be some outstanding operational work (erosion, etc.) that comes out of the report but will relate to maintenance not the capital project. SK expects the report to be finalized before Christmas.		
Action items: Dave Stearns to follow up with staff to ensure report is completed within timelines.	**Person responsible:**	**Deadline:**
	Dave Stearns	**December 24/09**
4.0 Next Meeting		
Summary: Next meeting date will be set for February 2010.		

AGENDA
Canada-Saskatchewan
CSIF Management Committee Meeting No. 12
February 16, 2010 @ 1:00 pm CST
Saskatchewan Highways & Infrastructure
By Teleconference

1. **Opening Remarks**

2. **Administrative Details**
    a. Note Taker
    b. Approval of previous meeting minutes

3. **CSIF Program Management and Program Wrap Up**
    a. Schedule B.2 (Revision 9) has been approved
    b. Solemn Declarations have all been submitted
    c. Compliance Audit - update
    d. Retrospective Evaluation - update
    e. Environmental Report - update
    f. 2009-10 Claim
    g. 2009-10 Financial Audit
    h. 2009-10 Annual Report
    i. Next Steps
        i. Request for Final Payment
        ii. Final Adjustment

4. **Next Meeting**

Canada - Saskatchewan

Date:
February 16, 2010
Location:
Teleconference

Canada Strategic Infrastructure Fund (CSIF) Management Committee Meeting (MC)

Meeting No. 12

Note taker: Jay Heuchert

Attendees: David Stearns – Provincial Co-Chair – Ministry of Highways and Infrastructure
Jay Heuchert – Ministry of Highways and Infrastructure
Jen Ehrmantraut – Ministry of Highways and Infrastructure
James Clarkin – Federal Co-Chair – Transport Canada
Mo Tayyaran – Project Manager – Transport Canada

Record of Discussions

1.0 Opening Remarks

Summary: Mo welcomed everyone to the twelfth Agreement Management Committee (AMC) meeting for the Canada – Saskatchewan CSIF Agreement.

Action items: N/A	**Person responsible:**	**Deadline:**

2.0 Administrative Details

2.1 Note Taker: Jay Heuchert

Action items: N/A	**Person responsible:**	**Deadline:**

2.2 Approval of Previous Meeting Minutes

Summary: Action items from the previous meeting have been dealt with. Minutes from previous MC meeting approved.

Action items: N/A	**Person responsible:**	**Deadline:**

3.0 CSIF Program Management & Program Wrap up

3.1 Review of Schedule B.2 - Revision 9

Summary: Schedule B Revision 9 has been approved, no further changes are required.

Action items: N/A	**Person responsible:**	**Deadline:**

3.2 Solemn Declarations		
Summary: All Solemn Declarations for CSIF projects have been submitted.		
Action items: N/A	**Person responsible:**	**Deadline:**
3.3 Compliance Audit		
Summary: TC has received a final version of the Compliance Audit and is okay with it.		
Action items: TC will send an email accepting the Compliance Audit.	**Person responsible:**	**Deadline:**
	Mo	
3.4 Retrospective Evaluation		
Summary: AECON is working on the retrospective evaluation, and are targeting the end of February for the 1st draft. We can set up accruals based on the draft report. A copy of the draft report will be sent to TC.		
Action items: Send a copy of the draft Retrospective Evaluation Report to TC once it has been received	**Person responsible:**	**Deadline:**
	Dave	
3.5 Environmental Report		
Summary: Dave has reviewed a draft version and sent markups to Golder for revision. If the final report is satisfactory to TC it will be adopted, it does not require approval of other federal agencies. This is the last Environmental Report required under CSIF.		
Action items: Once the revised draft is received, a copy will be sent to TC for comments.	**Person responsible:**	**Deadline:**
	Dave	
3.6 2009-10 Claim		
Summary: MHI will set up a 2009-10 accrual for the reports, and pay it out in 2010-11 once the Audit Report, Annual Report and Retrospective Evaluation Reports have been adopted. TC will set up the corresponding PAYE.		
Action items: MHI will prepare CSIF accrual	**Person responsible:**	**Deadline:**
TC will set up PAYE.	Jay	Mar 11, 2010
	Mo	Mar 31, 2010
3.7 2009-10 Financial Audit		
Summary: The 2009-10 Financial Audit is scheduled to take place in April/May 2010. This will be the final financial audit for the CSIF program.		
Action items: N/A	**Person responsible:**	**Deadline:**

3.8 2009-10 Annual Report		
Summary: The 2009-10 annual report will be finalized once the Financial Audit has concluded. This will be the final annual report for the CSIF program.		
Action items: N/A	**Person responsible:**	**Deadline:**
3.9 Next Steps		
Summary: Upon adoption of the 2009-10 Annual Report, MHI will submit a Request for Final Payment which will include a certificate from the Provincial co-chair confirming compliance with terms and conditions of the CSIF program and supported by a certified statement of the use made of the contribution paid. Copies of all Solemn Declarations and the Reports (Compliance Audit, Retrospective Evaluation, Environmental Report, 2009-10 Financial Audit, and 2009-10 Annual Report) will have already been submitted to TC and there is no need to resubmit them. A Final Adjustment may not be required if we can account for differences in federal and provincial contributions prior to calculating the 2009-10 accrual.		
Action items: MHI will send TC a copy of draft certification for comments, and Jay will work with Finance and Admin Branch and TC regarding claim/payment analysis.	**Person responsible:** Jay	**Deadline:** Feb 19, 2010 and Mar 11, 2010
4.0 Next Meeting		
Summary: Next meeting date will be set for May 2010.		

APPENDIX B

SCHEDULE B
REVISIONS 9&10

CANADA - SASKATCHEWAN AGREEMENT ON THE TWINNING OF HIGHWAYS 1 & 16 PROJECT

Canada / Saskatchewan

Agreement Start Date: 2003/03/05 Agreement End Date: 2010/03/31

PROJECTS TO BE UNDERTAKEN THROUGH THIS AGREEMENT:

Project No.	Project Description	Estimated Total Project Cost $	Project Contributions									
			Contributor	Shared Project Costs $	Shared Project Costs %	Previous Claims $	2009/2010 $	2010/2011 (c1) $	2011/2012 (c2) $	$	$	Future Expenditures $
1.0	**Highway 1 East**											
1.1	**Highway 1 East general engineering, surveying, environmental screening and design** EA: 2003/07/28 The proposed project involves Highway 1 east general engineering, surveying, environmental screening and design required to complete the twinning of Highway 1 from approximately 3 km east of Wolseley to the Manitoba border.	2,183,500.00	Canada	818,453.51	50.0	818,453.51	0	0	0	0	0	0
			SK	818,445.49	50.0	818,445.49	0	0	0	0	0	0
			TOTALS	**1,636,899.00**	**100.0**	**1,636,899.00**	**0**	**0**	**0**	**0**	**0**	**0**
1.2	**Grading - 5 km west of Grenfell to 5.88 east of Wapella** EA: 2003/07/28 The proposed project involves twinning approximately 23.93 kms of Highway 1. This involves grading approximately 23.93 kms of east bound lanes of Highway 1 from 5 km west of Grenfell to 5.88 km east of Wapella.	16,993,000.00	Canada	7,353,677.20	50.0	7,353,677.20	0	0	0	0	0	0
			SK	7,353,670.80	50.0	7,353,670.80	0	0	0	0	0	0
			TOTALS	**14,707,348.00**	**100.0**	**14,707,348.00**	**0**	**0**	**0**	**0**	**0**	**0**
1.3	**Paving - East of Wolseley to 4 km East of Wapella** EA: 2003/07/28 The proposed project involves paving approximately 66.5 km of Highway 1 from East of Wolseley to East of Wapella.	45,340,200.00	Canada	19,836,738.50	50.0	19,836,738.50	0	0	0	0	0	0
			SK	19,836,719.50	50.0	19,836,719.50	0	0	0	0	0	0
			TOTALS	**39,673,458.00**	**100.0**	**39,673,458.00**	**0**	**0**	**0**	**0**	**0**	**0**

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1.0	**Highway 1 East (cont.)**											
1.4	**Broadview Railway Overpass** EA: 2003/07/28 The proposed project involves the supply, fabrication, delivery and erection of structural steel and the construction of twin steel and concrete overhead bridges on Highway 1 over the C.P.R. approximately 3 km west of Broadview.	6,298,500.00	Canada	2,906,917.00	50.0	2,906,917.00	0	0	0	0	0	0
			SK	2,906,908.00	50.0	2,906,908.00	0	0	0	0	0	0
			TOTALS	**5,813,825.00**	**100.0**	**5,813,825.00**	**0**	**0**	**0**	**0**	**0**	**0**
1.5	**[11-Aug-2004] Unallocated Funds** EA: Not Applicable Unallocated Funds	0	Canada	0	0	0	0	0	0	0	0	0
			SK	0	0	0	0	0	0	0	0	0
			TOTALS	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
1.6	**Grading from east of Wapella to the Manitoba border and clearing east of Wapella to east of Moosomin.** EA: 2006/05/31 The proposed project involves grading approximately 39.4 / km of Highway 1 East from 5.88 kms east of Wapella to the Manitoba border and the clearing of approximately 22 /2 km from east of Wapella to east of Moosomin.	21,476,600.00	Canada	7,569,015.00	50.0	7,569,015.00	0	0	0	0	0	0
			SK	7,569,015.00	50.0	7,569,015.00	0	0	0	0	0	0
			TOTALS	**15,138,030.00**	**100.0**	**15,138,030.00**	**0**	**0**	**0**	**0**	**0**	**0**

CANADA - SASKATCHEWAN AGREEMENT ON THE TWINNING OF HIGHWAYS 1 & 16 PROJECT

Canada / Saskatchewan

Agreement Start Date: 2003/03/05 **Agreement End Date: 2010/03/31**

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1.0	**Highway 1 East (cont.)**											
1.7	**Paving - East of Wapella to the Manitoba Border** EA: 2006/05/31 The proposed project involves paving of approximately 42.39 km of Highway 1 East from 5.88 km east of Wapella to the Manitoba border		Canada	7,454,630.39	50.0	7,454,630.39	0	0	0	0	0	0
			SK	7,454,627.61	50.0	7,454,627.61	0	0	0	0	0	0
		26,904,400.00	**TOTALS**	**14,909,258.00**	**100.0**	**14,909,258.00**	**0**	**0**	**0**	**0**	**0**	**0**
	PROJECT 1.0 Subtotals		Canada	45,939,431.60	50.0	45,939,431.60	0	0	0	0	0	0
			SK	45,939,386.40	50.0	45,939,386.40	0	0	0	0	0	0
		118,886,200.00	**TOTALS**	**91,878,818.00**	**100.0**	**91,878,818.00**	**0**	**0**	**0**	**0**	**0**	**0**

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			Contributor	Shared Project Costs $	Shared Project Costs %	Previous Claims $	2009/2010 $	2010/2011 (c1) $	2011/2012 (c2) $	$	$	Future Expenditures $
2.0	**Highway 16 West**											
2.1	**Highway 16 - general engineering, surveying, environmental screening and design** EA: 2003/07/28 The proposed project involves the general engineering, surveying, environmental screening and design required to complete the twinning of Highway 16 from North Battleford to the Alberta Border.	420,300.00	Canada	151,589.50	50.0	151,589.50	0	0	0	0	0	0
			SK	151,583.50	50.0	151,583.50	0	0	0	0	0	0
			TOTALS	**303,173.00**	**100.0**	**303,173.00**	**0**	**0**	**0**	**0**	**0**	**0**
2.2	**Grading and Paving - end of the four-lane to 5 km east of Delmas** EA: 2003/07/28 The proposed project involves the grading and surfacing of 12.7 kms of Highway 16 from the end of the existing four lane to 5 km east of Delmas.	7,587,380.00	Canada	3,095,180.96	50.0	3,095,180.96	0	0	0	0	0	0
			SK	3,095,172.04	50.0	3,095,172.04	0	0	0	0	0	0
			TOTALS	**6,190,353.00**	**100.0**	**6,190,353.00**	**0**	**0**	**0**	**0**	**0**	**0**
3	**Grading and Paving - Maidstone Bypass** EA: 2003/07/28 This proposed project involves 10.63 kms of grading and paving Highway 16 around the community of Maidstone and grading and paving 1.6 km of Highway 21 from south of Maidstone to the Junction of Highway 16.	13,658,200.00	Canada	5,227,358.85	50.0	5,227,358.85	0	0	0	0	0	0
			SK	5,227,360.15	50.0	5,227,360.15	0	0	0	0	0	0
			TOTALS	**10,454,719.00**	**100.0**	**10,454,719.00**	**0**	**0**	**0**	**0**	**0**	**0**

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			Contributor	Shared Project Costs $	Shared Project Costs %	Previous Claims $	2009/2010 $	2010/2011 (c1) $	2011/2012 (c2) $	$	$	Future Expenditures $
2.0	**Highway 16 West (cont.)**											
2.4	**[11-Aug-2004] Unallocated Funds** EA: Not Applicable Unallocated Funds		Canada	0	0	0	0	0	0	0	0	0
			SK	0	0	0	0	0	0	0	0	0
		0	TOTALS	0	0	0	0	0	0	0	0	0
2.5	**Grading, Paving and Clearing from 5km east of Delmas to 6 km east of Maidstone** EA: 2003/07/28 Grading, Paving and Clearing from 5km east of Delmas to 6 km east of Maidstone		Canada	10,176,469.69	50.0	10,176,469.69	0	0	0	0	0	0
			SK	10,176,466.31	50.0	10,176,466.31	0	0	0	0	0	0
		41,469,700.00	TOTALS	20,352,936.00	100.0	20,352,936.00	0	0	0	0	0	0
2.6	**Grading and Paving at Lloydminster** EA: 2006/05/10 The proposed project involves grading and paving of approximately 1.41 km of Highway 16 West on the eastern edge of the City of Lloydminster		Canada	399,999.00	50.0	399,999.00	0	0	0	0	0	0
			SK	399,999.00	50.0	399,999.00	0	0	0	0	0	0
		11,200,000.00	TOTALS	799,998.00	100.0	799,998.00	0	0	0	0	0	0
	PROJECT 2.0 Subtotals		Canada	19,050,598.00	50.0	19,050,598.00	0	0	0	0	0	0
			SK	19,050,581.00	50.0	19,050,581.00	0	0	0	0	0	0
		74,335,500.00	TOTALS	38,101,179.00	100.0	38,101,179.00	0	0	0	0	0	0

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			Contributor	Shared Project Costs $	Shared Project Costs %	Previous Claims $	2009/2010 $	2010/2011 (c1) $	2011/2012 (c2) $	$	$	Future Expenditures $
3.0	Evaluation											
3.1	Evaluation EA: Not Applicable Retrospective analysis and final environmental report		Canada	9,970.40	49.8	0	9,970.40	0	0	0	0	0
			SK	10,032.60	50.2	0	10,032.60	0	0	0	0	0
		55,000.00	TOTALS	**20,003.00**	**100.0**	**0**	**20,003.00**	**0**	**0**	**0**	**0**	**0**
	PROJECT 3.0 Subtotals		Canada	9,970.40	**49.8**	0	9,970.40	0	0	0	0	0
			SK	10,032.60	**50.2**	0	10,032.60	0	0	0	0	0
		55,000.00	TOTALS	**20,003.00**	**100.0**	**0**	**20,003.00**	**0**	**0**	**0**	**0**	**0**

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AGREEMENT TOTALS			Canada	65,000,000.00	50.0	64,990,029.60	9,970.40	0	0	0	0	0
			SK	65,000,000.00	50.0	64,989,967.40	10,032.60	0	0	0	0	0
		193,276,700.00	TOTALS	130,000,000.00	100.0	129,979,997.00	20,003.00	0	0	0	0	0

Approved by Management Commitee

Canada				Saskatchewan			
Date (yyyy mm dd)	Name (please print)	Signature		Date (yyyy mm dd)	Name (please print)	Signature	

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			Contributor	Shared Project Costs		Previous Claims	2009/2010 (c1)	2010/2011 (c2)				Future Expenditures
		$		$	%	$	$	$	$	$	$	$
1.0	**Highway 1 East**											
1.1	**Highway 1 East general engineering, surveying, environmental screening and design** EA: 2003/07/28 The proposed project involves Highway 1 east general engineering, surveying, environmental screening and design required to complete the twinning of Highway 1 from approximately 3 km east of Wolseley to the Manitoba border.	2,183,500.00	Canada	818,453.51	50.0	818,453.51	0	0	0	0	0	0
			SK	818,445.49	50.0	818,445.49	0	0	0	0	0	0
			TOTALS	1,636,899.00	100.0	1,636,899.00	0	0	0	0	0	0
1.2	**Grading - 5 km west of Grenfell to 5.88 east of Wapella** EA: 2003/07/28 The proposed project involves twinning approximately 23.93 kms of Highway 1. The involves grading approximately 23.93 kms of east bound lanes of Highway 1 from 5 km west of Grenfell to 5.88 km east of Wapella.	16,593,000.00	Canada	7,353,677.20	50.0	7,353,677.20	0	0	0	0	0	0
			SK	7,353,670.80	50.0	7,353,670.80	0	0	0	0	0	0
			TOTALS	14,707,348.00	100.0	14,707,348.00	0	0	0	0	0	0
1.3	**Paving - East of Wolseley to 4 km East of Wapella** EA: 2003/07/28 The proposed project involves paving approximately 66.5 km of Highway 1 from East of Wolseley to East of Wapella	45,340,200.00	Canada	19,836,738.50	50.0	19,836,738.50	0	0	0	0	0	0
			SK	19,836,719.50	50.0	19,836,719.50	0	0	0	0	0	0
			TOTALS	39,673,458.00	100.0	39,673,458.00	0	0	0	0	0	0

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			SK	2,906,908.00	50.0	2,906,908.00	0	0	0	0	0	0
			TOTALS	5,813,825.00	100.0	5,813,825.00	0	0	0	0	0	0
1.5	**[11-Aug-2004] Unallocated Funds** EA: Not Applicable Unallocated Funds	0	Canada	0	0	0	0	0	0	0	0	0
			SK	0	0	0	0	0	0	0	0	0
			TOTALS	0	0	0	0	0	0	0	0	0
1.9	**Grading from east of Wapella to the Manitoba border and clearing east of Wapella to east of Moosomin.** EA: 2006/05/31 The proposed project involves grading approximately 39.47 km of Highway 1 East from 5.66 kms east of Wapella to the Manitoba border and the clearing of approximately 22.72 km from east of Wapella to east of Moosomin.	21,476,660.00	Canada	7,569,015.00	50.0	7,569,015.00	0	0	0	0	0	0
			SK	7,569,015.00	50.0	7,569,015.00	0	0	0	0	0	0
			TOTALS	15,138,030.00	100.0	15,138,030.00	0	0	0	0	0	0

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			SK	7,454,628.61	50.0	7,454,627.61	0	0	0	0	0	1.00
		26,994,400.00	TOTALS	14,909,259.00	100.0	14,909,258.00	0	0	0	0	0	1.00
	PROJECT 1.0 Subtotals		Canada	45,939,431.60	50.0	45,939,431.60	0	0	0	0	0	0
			SK	45,939,387.40	50.0	45,939,386.40	0	0	0	0	0	1.00
		118,886,200.00	TOTALS	91,878,819.00	100.0	91,878,818.00	0	0	0	0	0	1.00

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			SK	151,583.50	50.0	151,583.50	0	0	0	0	0	0
			TOTALS	**303,173.00**	**100.0**	**303,173.00**	**0**	**0**	**0**	**0**	**0**	**0**
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			SK	3,095,172.04	50.0	3,095,172.04	0	0	0	0	0	0
			TOTALS	**6,190,353.00**	**100.0**	**6,190,353.00**	**0**	**0**	**0**	**0**	**0**	**0**
2.3	**Grading and Paving - Maidstone Bypass** EA: 2003/07/28 This proposed project involves 10.63 kms of grading and paving Highway 16 around the community of Maidstone and grading and paving 1.6 km of Highway 21 from south of Maidstone to the Junction of Highway 16.	13,658,200.00	Canada	5,227,358.85	50.0	5,227,358.85	0	0	0	0	0	0
			SK	5,227,360.15	50.0	5,227,360.15	0	0	0	0	0	0
			TOTALS	**10,454,719.00**	**100.0**	**10,454,719.00**	**0**	**0**	**0**	**0**	**0**	**0**

Fiscal Year refers to federal government fiscal year, a 12-month period from April 1st to March 31st

CANADA - SASKATCHEWAN AGREEMENT ON THE TWINNING OF HIGHWAYS 1 & 16 PROJECT

Canada / Saskatchewan

Agreement Start Date: 2003/03/05 Agreement End Date: 2008/12/31

Project No.	Project Description	Estimated Total Project Cost $	Project Contributions									
			Contributor	Shared Project Costs $	Shared Project Costs %	Previous Claims $	2009/2010 (c1) $	2010/2011 (c2) $	$	$	$	Future Expenditures $
3.0	Evaluation											
3.1	Evaluation EA: Not Applicable Retrospective analysis and final environmental report		Canada	9,970.40	49.9	0	9,970.40	0	0	0	0	0
			SK	10,029.60	50.1	0	10,029.60	0	0	0	0	0
		55,000.00	TOTALS	20,000.00	100.0	0	20,000.00	0	0	0	0	0
	PROJECT 3.0 Subtotals		Canada	9,970.40	49.9	0	9,970.40	0	0	0	0	0
			SK	10,029.60	50.1	0	10,029.60	0	0	0	0	0
		55,000.00	TOTALS	20,000.00	100.0	0	20,000.00	0	0	0	0	0

CANADA - SASKATCHEWAN AGREEMENT ON THE TWINNING OF HIGHWAYS 1 & 16 PROJECT

Canada / Saskatchewan

Agreement Start Date: 2003/03/05 Agreement End Date: 2008/12/31

Project No.	Project Description	Estimated Total Project Cost	Project Contributions									
			Contributor	Shared Project Costs		Previous Claims	2009/2010 (c1)	2010/2011 (c2)				Future Expenditures
		$		$	%	$	$	$	$	$	$	$
AGREEMENT TOTALS			Canada	65,000,000.00	50.0	64,990,029.60	9,970.40	0	0	0	0	0
			SK	65,000,000.00	50.0	64,989,967.40	10,029.60	0	0	0	0	3.00
		193,276,700.00	TOTALS	130,000,000.00	100.0	129,979,997.00	20,000.00	0	0	0	0	3.00

Approved by Management Commitee

	Canada			Saskatchewan		
	Date (yyyy/mm/dd)	Name (please print)	Signature	Date (yyyy/mm/dd)	Name (please print)	Signature
GD	2009/12/04					

Fiscal Year refers to federal government fiscal year, a 12-month period from April 1st to March 31st

APPENDIX C

SITE VISITS CONDUCTED BY TRANSPORT CANADA

SITE VISIT REPORT
Saskatchewan CSIF and SHIP

Site Visit No. 5 (2009 visit)	**Date: October 20, 2009**
Project Name:	Yellowhead Highway 16 Twinning
Project Location:	Highway 16 Twinning, From west of the Battlefords to east of Lloydminster
Project Description:	Grading and paving to twin 75 km of the existing two-lane Yellowhead Highway 16. There is also a short section of twinning within the limits of Lloydminster.
Start Date:	This project started in Summer 2003
Completion Date:	2006/2007 (for SHIP) 2009/2010 (for CSIF)
Total Eligible Costs:	$ 51 Million
Federal Contribution:	$ 48 Million (CSIF and SHIP)
Contacts:	Jay-Lynn Heuchert External Program Administrator Corporate Support Branch Saskatchewan Highways and Transportation Regina, Saskatchewan (306) 787-3962 JayLynn.Heuchert@gov.sk.ca Ray Connoly Regional Construction Engineer Saskatchewan Highways and Transportation Northern Region (306) 933-6117 Bus. (306) 933-6161 Fax rconnoly@highways.gov.sk.ca

Description of Surrounds:	The area is primarily rural agricultural land. The new route includes a by-pass of Maidstone. The topography is flat. There are a few grassland areas over the length of the project. The work within Lloydminster is commercial urban.
Additional Information:	In general, the project is being undertaken through a number of smaller contracts for grading and paving.

PROGRAM SIGNAGE

	Yes	No
Program signs installed as per agreement?	X	

If NO, why not?

ENVIRONMENTAL MITIGATION

	In Place (Y/N)	Photo No.

Additional Comments:

- All works were complete.

CONSTRUCTION ACTIVITIES

List construction activities during site visit:

- All construction activities were already completed. This was the last site visit to confirm that the twinning project from east of Delmas to Maidstone and the small section in Lloydminster were finished.

General construction schedule for remainder of project: N/A
Any discrepancies between the proposed project description and what is being built? No.
Additional Comments: Site photos in addition to those below can be found on the TC drive at: G:\AHS\AHS NEW\Highways\Saskatchewan\y-Federal Programs\Site Visits\Highway 16 Site Visit August 29, 2006

Progress Summary:

As of October 20, 2009.

Project: East of Delmas to East of Maidstone

% Complete	0		25		50		75		100	Comments
Activity										
Clearing									X	
Rock Excavation										N/A
Grading									X	
Paving									X	
Mitigation									X	
Utilities and Misc									X	
Overall Project									X	
Comment:	Twinning Complete.									

Project: East of Maidstone and the Maidstone By-Pass																				
% Complete	0				25				50				75				100			Comments
Activity																				
Clearing																	X			
Rock Excavation																				N/A
Grading																	X			
Paving																	X			
Mitigation																				N/A
Utilities and Misc																	X			
Overall Project																	X			
Comment:	Twinning Complete.																			

Project: Lloydminster from 37th Ave to 45th Ave.																				
% Complete	0				25				50				75				100			Comments
Activity																				
Clearing																	X			
Rock Excavation																				N/A
Grading																	X			
Paving																	X			
Mitigation																	X			
Utilities and Misc																	X			
Overall Project																	X			
Comment:	Twinning Complete.																			

Photo 1 – Twinned Highway 16 between Delmas and Paynton

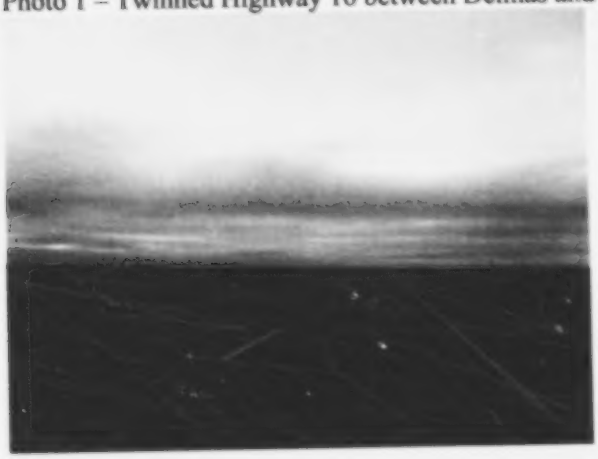

Photo 2 – Twinned Highway 16 near Paynton (between Delmas and Maidstone)

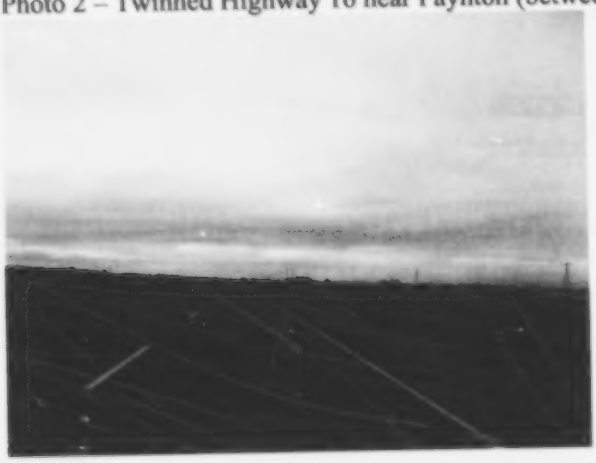

Photo 3 –Twinned Highway 16 near Maidstone

Photo 3 – Twinned Highway 16 in Lloydminster at 37th Ave, looking west

Photo 4 – Twinned Highway 16 in Lloydminster at 40th Ave, looking east

Photo 5 – Twinned Highway 16 in Lloydminster at 40th Ave, looking west

APPENDIX D

AFFIDAVITS FOR COMPLETED PROJECTS

SCHEDULE F

CANADA – SASKATCHEWAN

CANADA / SASKATCHEWAN - AGREEMENT ON THE COMPLETION OF THE TWINNING OF HIGHWAYS 1 & 16 PROJECT

2003/04 - 2008/09

SCHEDULE F – SOLEMN DECLARATION

CANADA SASKATCHEWAN

In the matter of the implementation agreement of the CANADA / SASKATCHEWAN - AGREEMENT ON THE COMPLETION OF THE TWINNING OF HIGHWAYS 1 & 16 PROJECT, entered into between the Government of Canada, represented by the Minister of Transport of Canada, and the Government of Saskatchewan, represented by the Minister of Department of Highways and Transportation, on April 20th, 2004.

I, Doug Kelly, a Registered Professional Engineer in Saskatchewan, declare as follows:

1. That I am the supervisor of the work designated by the Minister Department of Highways and Transportation, Saskatchewan, and as such have knowledge of the matters set forth in this affidavit;

2. That the work identified as the Project Number 1.7, 0619112, in Schedule B of the above-mentioned Agreement has been completed as described in Schedule B version 6, dated on the 27th day of January, 2008.

3. That the work:

   i. Was carried out by W.F. Botkin Construction., between the dates November 17th , 2006 and July 9th , 2009;

   ii. Was supervised and inspected by qualified staff;

   iii. Conforms with the plans, specifications and other documentation for the work;

   iv. Conforms with applicable environmental legislation, and appropriate mitigation measures have been implemented; and

   v. Conforms with the traffic, construction and engineering guidelines as recognized by the Transportation Association of Canada (TAC) or any other provincially or territorially sanctioned guidelines approved by the Management Committee established under the above mentioned Agreement.

4. Declared at Regina, Saskatchewan, the 3rd day of September, 2009.

_____
Doug Kelly, P.Eng.
Regional Construction Engineer

(SEAL)

_____
(witness name, title)

SCHEDULE F

CANADA – SASKATCHEWAN

CANADA / SASKATCHEWAN - AGREEMENT ON THE COMPLETION OF THE TWINNING OF HIGHWAYS 1 & 16 PROJECT

2003/04 - 2008/09

SCHEDULE F – SOLEMN DECLARATION

CANADA –SASKATCHEWAN

In the matter of the implementation agreement of the CANADA / SASKATCHEWAN - AGREEMENT ON THE COMPLETION OF THE TWINNING OF HIGHWAYS 1 & 16 PROJECT, entered into between the Government of Canada, represented by the Minister of Transport of Canada, and the Government of Saskatchewan, represented by the Minister of Department of Highways and Transportation, on April 20th, 2004.

I, Kirk Morrison a Registered Professional Engineer in Saskatchewan, declare as follows:

1. That I am the supervisor of the work designated by the Minister Department of Highways and Transportation, Saskatchewan, and as such have knowledge of the matters set forth in this affidavit:

2. That the work identified as the Project Number 2.6 (contracts 062612 & UHC08001), in Schedule B of the above-mentioned Agreement has been completed as described in Schedule B version 8, dated on the 9th day of February, 2009.

3. That the work:

   i. Was carried out by Stantec Consulting Ltd. and ASL Paving Ltd., between the dates April 1st, 2006 and November 30th, 2009;

   ii. Was supervised and inspected by qualified staff;

   iii. Conforms with the plans, specifications and other documentation for the work;

   iv. Conforms with applicable environmental legislation, and appropriate mitigation measures have been implemented; and

   v. Conforms with the traffic, construction and engineering guidelines as recognized by the Transportation Association of Canada (TAC) or any other provincially or territorially sanctioned guidelines approved by the Management Committee established under the above mentioned Agreement.

4. Declared at Lloydminster, Saskatchewan, the 9th day of December, 2009.

Kirk Morrison P.Eng.
Transportation/Works Engineer, City of Lloydminster

Parnwell
(witness name, title)
(Lindsay Parnwell, Utilities Engineer)

PROFESSIONAL ENGINEER
K.A. MORRISON
MEMBER 12542
09 12 09
YR. MO. DAY
SASKATCHEWAN

APPENDIX E

ANNUAL AUDIT REPORT

Provincial Auditor Saskatchewan

1500 Chapleau Tower
1400 Broad Street
Regina, Saskatchewan
S4P 3V2

Phone: (306) 787-6398
Fax: (306) 787-6383
Web site: www.auditor.sk.ca
Internet e-mail: info@auditor.sk.ca

May 13, 2010

The Honourable J. Reiter
Minister of Highways and Infrastructure
Room 204, Legislative Building
REGINA, SK S4S 0B3

Dear Sir:

Re: Audit of schedules of Detailed Expenditures for various Canada – Saskatchewan Infrastructure-related agreements

We enclose the following schedules of detailed expenditures for the year ended March 31, 2010 for various Canada – Saskatchewan infrastructure agreements and our audit report thereon:

- Canada-Saskatchewan North Portal Border Project – Detailed Expenditures for the year ended March 31, 2010 under the Canada-Saskatchewan Agreement on the Saskatchewan North Portal Border Project
- Canada-Saskatchewan Agreement on the Twinning of Highways 1 & 16 Project - Detailed expenditures for the year ended March 31, 2010 under the Canada-Saskatchewan Agreement on the Twinning of Highways 1 & 16 Project

We understand that the Ministry plans to share these audited schedules with the Management Committee for the Border Infrastructure Fund Agreement and Agreement Steering Committee for the Agreement on Twinning of Highways 1 & 16 Project.

Yours truly,

Brian Atkinson, FCA
Acting Provincial Auditor

/dlw
Enclosure

cc: Mr. R. Penny, Deputy Minister, Ministry of Highways and Infrastructure
Mr. D. Stearns, Provincial Co-Chair, Canada – Saskatchewan Strategic Highways Infrastructure Program Steering Committee
Mr. T. Schmidt, Assistant Deputy Minister, Operations, Ministry of Highways and Infrastructure
Mr. G. Stamatinos, Assistant Deputy Minister, Policy and Programs Division, Ministry of Highways and Infrastructure
Mr. G. Diebel, Director, Finance and Administration Branch, Ministry of Highways and Infrastructure
Mr. J. Clarkin, Federal Co-Chair, Canada – Saskatchewan Strategic Highways Infrastructure Program Steering Committee
Ms J. Ehrmantraut, Acting Director, Corporate Support Branch, Ministry of Highways and Infrastructure
Ms J. Heuchert, External Program Administrator, Corporate Support Branch, Ministry of Highways and Infrastructure

MINISTRY OF HIGHWAYS AND INFRASTRUCTURE

CANADA-SASKATCHEWAN AGREEMENT ON THE TWINNING OF HIGHWAYS 1 & 16 PROJECT

SCHEDULE OF DETAILED EXPENDITURES

For the Year Ended March 31, 2010

Provincial Auditor Saskatchewan

1500 Chateau Tower
1920 Broad Street
Regina, Saskatchewan
S4P 3V2

Phone: (306) 787-6398
Fax: (306) 787-6383
Web site: www.auditor.sk.ca
Internet E-mail: info@auditor.sk.ca

AUDITOR'S REPORT

To the Minister of Highways and Infrastructure

At the request of the Ministry of Highways and Infrastructure (the Ministry), I have audited the Canada-Saskatchewan Agreement on Twinning of Highways 1 & 16 Project - Detailed expenditures for the year ended March 31, 2010 (schedule) under the Canada-Saskatchewan Agreement on the Twinning of Highways 1 & 16 Project (as defined in Schedule D of the agreement). This financial information is the responsibility of the management of the Ministry. My responsibility is to express an opinion on this financial information based on my audit.

I conducted my audit in accordance with Canadian generally accepted auditing standards. Those standards require that I plan and perform an audit to obtain reasonable assurance whether the financial information is free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial information. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall presentation of the financial information.

In my opinion, this schedule presents fairly, in all material respects, the detailed expenditures under the Canada-Saskatchewan Agreement on the Twinning of Highways 1 & 16 Project for the year ended March 31, 2010 in accordance with the provisions of Schedule D of that agreement.

Regina, Saskatchewan
May 12, 2010

Brian Atkinson, FCA
Acting Provincial Auditor

Provincial Auditor Saskatchewan

1500 Chateau Tower
1920 Broad Street
Regina, Saskatchewan
S4P 3V2

Phone: (306) 787-6398
Fax: (306) 787-6383
Web site: www.auditor.sk.ca
Internet E-mail: info@auditor.sk.ca

AUDITOR'S REPORT

To the Minister of Highways and Infrastructure

At the request of the Ministry of Highways and Infrastructure (the Ministry), I have audited the Canada-Saskatchewan Agreement on Twinning of Highways 1 & 16 Project - Detailed expenditures for the year ended March 31, 2010 (schedule) under the Canada-Saskatchewan Agreement on the Twinning of Highways 1 & 16 Project (as defined in Schedule D of the agreement). This financial information is the responsibility of the management of the Ministry. My responsibility is to express an opinion on this financial information based on my audit.

I conducted my audit in accordance with Canadian generally accepted auditing standards. Those standards require that I plan and perform an audit to obtain reasonable assurance whether the financial information is free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial information. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall presentation of the financial information.

In my opinion, this schedule presents fairly, in all material respects, the detailed expenditures under the Canada-Saskatchewan Agreement on the Twinning of Highways 1 & 16 Project for the year ended March 31, 2010 in accordance with the provisions of Schedule D of that agreement.

Regina, Saskatchewan
May 12, 2010

Brian Atkinson, FCA
Acting Provincial Auditor

Canada - Saskatchewan Agreement on the Twinning of Highways 1 and 16 Project
Notes to the Schedule
For the year ended March 31, 2010

1. Description of the Agreement

The purpose of the Canada - Saskatchewan Strategic Infrastructure Fund agreement between the Department of Highways and Transportation, Transport Canada and Infrastructure Canada is to jointly finance capital investments, highway construction, restoration and improvement work to accelerate the completion of twinning of Highways 1 (Trans-Canada) and 16 (Yellowhead) situated in Saskatchewan.

2. Summary of Accounting Policies

Expenditures

Claims are recorded as they are submitted to Transport Canada for payment per HCOMS cut-off.

3. 2009-10 Expenditures Claimed to Date

Saskatchewan had not provided the final reports for the program prior to March 31, 2010. Since the reports were incomplete, accruals totalling $130,001 were set up and will be claimed in 2010-11 once the final reports have been approved by Canada.

APPENDIX F

EVALUATION
EXECUTIVE SUMMARIES

March 2010

REPORT

A world of capabilities delivered locally

Environmental Summary Report for the TransCanada East and Highway No. 16 Twinning Projects

Submitted to:
Ministry of Highways and Infrastructure
1630 Park Street
Regina, Saskatchewan
S4N 2G1

Attention: David Stearns

Report Number: [illegible]
Distribution:
4 Copies - Ministry of Highways and Infrastructure
Regina, Saskatchewan
2 Copies - Golder Associates Ltd.
Saskatoon, Saskatchewan

Golder Associates

Executive Summary

Saskatchewan Ministry of Highways and Infrastructure completed twinning of Highway No. 1 from the Manitoba border to east of Wolseley, Saskatchewan and Highway No. 16 from west of North Battleford, Saskatchewan to Maidstone, Saskatchewan and a section on the eastern edge of Lloydminster, Saskatchewan. The primary reason for the twinning projects was to increase safety, improve transportation efficiency, and enhance Saskatchewan's intra-regional, national, and international trade corridors, which promote economic growth. The federal government funded 50% of each of the TransCanada East Twinning Project and Highway No. 16 Twinning Project to a maximum contribution level through the Canadian Strategic Infrastructure Fund program. the projects required a Screening Level Environmental Assessment under the *Canadian Environmental Assessment Act*. Completion of annual Environmental Protection Plans was deemed necessary by Transport Canada to summarize completed and anticipated construction, monitoring (i.e., Sediment and Erosion Control Plans and wildlife and plant surveys), and compensation activities for the projects.

The purpose of this summary report is to provide details of key commitments, construction, and reclamation activities during the TransCanada East Twinning Project and Highway No. 16 Twinning Project completed from 2003 through 2009 by the Saskatchewan Ministry of Highways and Infrastructure. This report is also intended to provide a final overview of the work completed and document that the requirements of the *Canadian Environmental Assessment Act* Screening Reports were met.

The construction area for the TransCanada East Twinning Project included all lands within the Highway No. 1 right-of-way from the Manitoba border to approximately 3.75 km east of Wolseley. The construction area for the Highway No. 16 Twinning Project included all lands within the Highway No. 16 right-of-way from 11 km west of North Battleford to Maidstone, and a 1.41 km section on the eastern edge of Lloydminster.

By identifying potential environmental sensitivities prior to construction of the TransCanada East Twinning Project and Highway No. 16 Twinning Project, using best management practices, preparing and submitting annual Environmental Protection Plans, the negative environmental effects associated with the projects were minimized. As per commitments in the original *Canadian Environmental Assessment Act* Screening Reports, grading and surfacing work was completed in a manner to reduce potential impacts to the environment.

Listed rare plants observed along the highway rights-of-way were relocated. Noxious weed management plans were established as part of the operations in preservation. Compensation plans were completed for both Red Fox Creek and for the Pipestone Pasture Project and objectives of these plans were met by the Saskatchewan Ministry of Highways and Infrastructure. Overall, the TransCanada East Twinning Project and Highway No. 16 Twinning Project mitigation measures during construction and reclamation, and following construction, were successful. There are a few areas that require a small amount of ongoing follow-up work to complete reclamation and clean-up. All sections of the TransCanada East Twinning Project and Highway No. 16 Twinning Project have been formally transferred to the Saskatchewan Ministry of Highways and Infrastructure Preservation Program. Ongoing monitoring and remediation work will be undertaken with preservation programs. The Project Retrospective Report is being completed by others.

Report

Associated Engineering

Ministry of Highways and Infrastructure

Project Management Processes Audit
Final Report

March 2010

REPORT

Executive Summary

Project management processes are fundamental to all projects, large and small. Project managers continue to be pushed to maintain tight control over schedules and costs while reducing risk. It becomes imperative that there be a structured project management process to keep pace. Many of the Ministry of Highways and Infrastructure (MHI) processes were developed in the 1960's, 1970's and1980's with minimal changes since then. MHI has a number of project management processes in place that could be described as formal and informal. These processes have been developed over time and although they parallel other standard processes, they were established by the Ministry. With the current demographics, Ministry staff progress through the organization faster than in the past so the need for structured project management processes becomes vital to the successful delivery of projects. In the past twenty years the discipline of project management has matured significantly. The most common standard for project management processes is the Project Management Body of Knowledge (PMBOK). This report examines the Ministry processes as they compare to PMBOK processes and further audits three CSIF projects to check for compliance. The report concludes with recommendations on the project management process and in particular with respect to the PMBOK processes.

AECOM

Ministry of Highways & Infrastructure

Canada Strategic Infrastructure Fund (CSIF) Retrospective Analysis – Final Report

Prepared by:

AECOM
183 – 1621 Albert Street
Regina, SK, Canada S4P 2S5
www.aecom.com

306 522 3266 tel
306 522 3277 fax

Project Number:
60147794

Date:
May, 2010

Executive Summary

AECOM Canada Ltd. was commissioned by the Saskatchewan Ministry of Highways and Infrastructure (MHI) to complete the Canada Strategic Infrastructure Fund (CSIF) Retrospective Evaluation. This study includes an assessment of 2 large-scale CSIF funded infrastructure projects involving the National Highway System (NHS) in Saskatchewan.

The Government of Canada and the Province of Saskatchewan signed the CSIF Agreement on April 20, 2004. This agreement was originally scheduled to end on December 31, 2008, but federal approval was granted on March 14, 2008 to extend the agreement to March 31, 2009. A second program extension was signed on March 31, 2009 moving the completion date to June 30, 2010. This retrospective evaluation is required under the terms of the agreement, and involves a benefit-cost analysis of the individual infrastructure projects. The two CSIF projects included in the analysis are presented below:

Project 1 - Highway No. 1 East: Twinning from East of Wolseley to the Manitoba Border

This project involved the twinning of Highway No. 1 from approximately 3 kilometres east of Wolseley to the Manitoba border. The completion of this project marked the successful completion of the Highway No. 1 twinning program in Saskatchewan, resulting in a fully twinned 4-lane roadway through the province from the Manitoba border to the Alberta border. The Highway No. 1 East Twinning Project involved the construction of approximately 136 kilometres of new highway, included various intersection and service improvements, and required a new set of bridges over the railway at Broadview.

The final cost for all CSIF project components was $118,886,200. Some of the grading work required to complete the twinning was not included in the CSIF program. Taking this additional work into account, the total cost of the Highway No. 1 East twinning between Wolseley and Manitoba was approximately $131,440,000. The shareable project cost was determined to be $91,878,819 with the Government of Canada contributing $45,939,431.60 and the Province of Saskatchewan contributing $45,939,387.40.

The completion of the Highway No. 1 East twinning program as outlined above has resulted in a 4-lane roadway that stretches across the province from Manitoba in the east to Alberta in the west. It connects several major cities, such as Regina, Moose Jaw, and Swift Current, as well as many communities and attractions in-between. The twinning of this important roadway brings enhanced mobility, increased capacity and economic development to the people of Saskatchewan. The improvement of this major trade corridor also brings economic benefit to adjacent provinces, and will enhance opportunities for cross-border trade.

Another major benefit associated with highway twinning is a reduction in collisions, and a decrease in collision severity. A study comparing collision statistics on a section of Highway No. 16 before and after twinning showed a 55 percent reduction in the overall accident rate. It also indicated that fatal collisions were reduced by 86 percent.

The following table shows a comparison of the benefit cost analysis results as listed in the original Highway No. 1 East Twinning business case and the benefit-cost results developed through this retrospective analysis. An internal rate of return for the entire project length could not be determined, but given that the discount rate was 10 percent and the netted benefit-cost ratio is above one, it can be concluded that the internal rate of return for the Highway No. 1 East twinning project is greater than 10 percent.

Benefit-Cost Analysis Results	Initial	Retrospective
Total Discounted User Benefits (Mill. $)	81.948	151.616
Discounted Construction Cost (Mill. $)	74.462	131.440
Discounted Salvage Value (Mill. $)	8.815	19.099
Discounted Increase in Maintenance and Rehab. (Mill. $)	0.868	0.536
Discounted Total Agency Costs (Mill. $)	66.515	112.877
Fuel Consumption Savings (Mill. l.)	19.173	22.504
Carbon Monoxide Emission Reduction (Mill. Kg.)	0.161	0.133
Net Present Value (Mill. $)	15.432	38.739
Gross Benefit-Cost Ratio	1.232	1.343
Netted Benefit-Cost Ratio	1.207	1.295

The significant results of this comparison include:

- As expected, the twinning of Highway No. 1 East has proven to be an economically justifiable project
- The actual total project cost was $131.440 Million as compared to an estimated $74.462 Million
- The total discounted user benefits are estimated at $151.616 Million, compared to the original estimate of $81.948 million
- The netted benefit-cost ratio for the project is estimated to be 1.295, as compared to the initial estimate of 1.207

Although the cost of construction has nearly doubled since the original estimate, the benefit-cost ratio for the project remained above one, and increased slightly. The same factors that impact construction costs, such as increased fuel and labour costs, are applied to the benefit side in the form of reduced vehicle operating costs and delay savings. The costs associated with vehicle accidents have also risen since the original benefit-cost analysis, and collision cost savings make up a significant portion of the benefits associated with highway twinning projects.

Project 2 - Highway No. 16 West: Twinning from North Battleford to Maidstone

This project involved the construction of a second set of lanes for the Yellowhead Highway (Highway No. 16) from approximately 11 kilometres west of North Battleford to approximately 5 kilometres west of Maidstone. This project also included a short segment of grading and paving work immediately east of Lloydminster. The Highway No. 16 West Twinning Project resulted in the construction of approximately 77 kilometres of new highway, and included various intersection and service improvements. The completion of this project marked the successful completion of the twinning of Highway No. 16 between Saskatoon and the Alberta Border.

All twinning between North Battleford and Maidstone was complete and opened to traffic as of October 24, 2007. The twinned lanes at Lloydminster were opened to traffic in 2008, and all remaining work was completed in 2009.

The final cost for all project components was $74,355,500. The shareable project cost was determined to be $38,101,181, with the Government of Canada contributing $19,050,598 and the Province of Saskatchewan contributing $19,050,583.

The completion of the Highway No. 16 West twinning program has resulted in a 4-lane roadway that stretches from Saskatoon in the east to Alberta in the west. It connects several major cities in Saskatchewan, such as Saskatoon, North Battleford, and Lloydminster, as well as many communities and attractions in-between. The Yellowhead Highway is an important inter-provincial trade corridor, continuing west past Lloydminster to Edmonton, and leading east from Saskatoon through Yorkton and into Manitoba. The improvements made to this important roadway will bring enhanced mobility, increased capacity and economic development to the people of Saskatchewan. The improvement of this major trade corridor also brings economic benefit to adjacent provinces, and will enhance opportunities for cross-border trade.

Another major benefit associated with highway twinning is a reduction in collisions, and a decrease in collision severity. A study comparing collision statistics on a section of Highway No. 16 before and after twinning showed a 55 percent reduction in the overall accident rate. It also indicated that fatal collisions were reduced by 86 percent.

The following table shows a comparison of the benefit cost analysis results as listed in the original Highway No. 16 West Twinning business case and the benefit-cost results developed through this retrospective analysis.

Benefit-Cost Analysis Results	Initial	Retrospective
Total Discounted User Benefits (Mill. $)	36.785	79.256
Discounted Construction Cost (Mill. $)	47.891	74.335
Discounted Salvage Value (Mill. $)	5.146	10.802
Discounted Increase in Maintenance and Rehab. (Mill. $)	-0.278	0.304
Discounted Total Agency Costs (Mill. $)	42.467	63.838
Fuel Consumption Savings (Mill. l.)	9.525	11.289
Carbon Monoxide Emission Reduction (Mill. Kg.)	0.075	0.089
Net Present Value (Mill. $)	-5.682	15.418
Gross Benefit-Cost Ratio	0.866	1.242
Netted Benefit-Cost Ratio	0.881	1.207
Internal Rate of Return (Percent)	8.913	12.609

The significant results of this comparison include:

- The twinning of Highway No. 16 West has proven to be an economically justifiable project
- The actual total project cost was $74.335 Million as compared to an estimated $47.891 Milion
- The total discounted user benefits are estimated at $79.256 Million, compared to the origiral estimate of $36.785
- The netted benefit-cost ratio for the project is estimated to be 1.207, as compared to the initial estimate of 0.881
- The internal rate of return for the project is estimated to be 12.609, as compared to the inial estimate of 8.913

Although the cost of construction has increased significantly since the original estimate, the benefit-cost ratio for the completed twinning project is above one. The same factors that impact construction costs, such as increased fuel and labour costs, are applied to the benefit side in the form of reduced vehicle operating cost and delay savings. The costs associated with vehicle accidents have also risen since the original benefit-cost anlysis, and collision cost savings make up a significant portion of the benefits associated with highway twinning pojects.

Summary of Results

The results of the *CSIF Retrospective Analysis* are presented below. The following is a summary of the analysis findings:

- Both the Highway No. 1 East and Highway No. 16 West twinning projects have proven to be economically justifiable projects
- The twinning projects have provided road users with safety benefits, time delay savings, and increased productivity and efficiency by reducing vehicle operating costs
- The projects have resulted in minimal environmental impacts, which were managed through the use of appropriate mitigation, remediation, and compensation measures
- Both of twinning projects have resulted in the improvement of the National Highway System
- The total cost of the Highway No. 1 East and Highway No. 16 West twinning projects was approximately $206 Million, of which the federally funded portion was $65 Million, or 31.6 percent of the total project costs
- The total net present value of both projects is estimated to be $54 Million, which results in a netted benefit-cost ratio of 1.263

Project Results	Hwy 1	Hwy 16	Total
Total Project Costs	$131,440,036	$74,335,500	$205,775,536
CSIF Contribution to Project	$45,939,432	$19,050,598	$64,990,030
CSIF Contribution to Total Project Cost	35.0%	25.6%	31.6%
MicroBENCOST Analysis Results			
Total Discounted User Benefits (Mill. $)	151.616	79.256	230.872
Discounted Construction Cost (Mill. $)	131.440	74.335	205.775
Discounted Salvage Value (Mill. $)	19.099	10.802	29.901
Discounted Increase in Maintenance and Rehab. (Mill. $)	0.536	0.304	0.840
Discounted Total Agency Costs (Mill. $)	112.877	63.838	176.715
Fuel Consumption Savings (Mill. l.)	22.504	11.289	33.793
Carbon Monoxide Emission Reduction (Mill. Kg.)	0.133	0.089	0.222
Net Present Value (Mill. $)	38.739	15.418	54.157
Gross Benefit-Cost Ratio	1.343	1.242	1.306
Netted Benefit-Cost Ratio	1.295	1.207	1.263